

Classic Trains®

Winter 2012

THE GOLDEN YEARS OF RAILROADING

Delaware & Hudson

The Northeast's bright hope of the 1970s,
as recalled by its president p. 20



Carrying coal with B&O EM-1's p. 30

How IC bridged the Ohio River p. 60

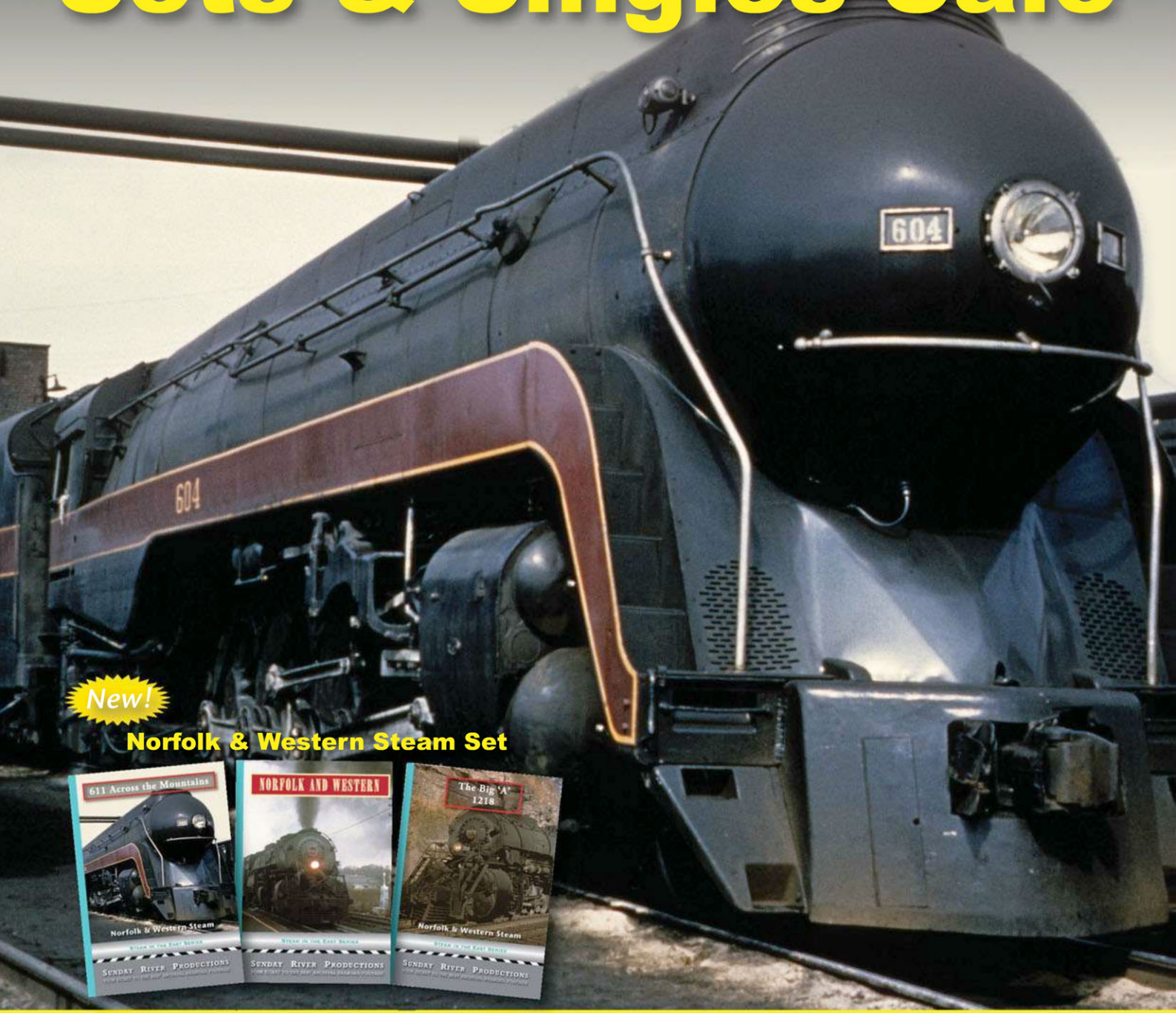
Steam on a C&NW local freight p. 50

Morgan and Hastings ride a CNJ fantrip p. 68

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The way we were

Residing deep in CLASSIC TRAINS' manuscript files are several folders inherited and/or purged from TRAINS magazine's own files. Some date back decades, and one was the basis for the photo essay on pages 68-75 of this issue. Entitled "Jersey Central Fan Trip, May 17, 1953," the folder was created June 30, 1981, with the "Author" line reading, "Photos by Phil Hastings—DPM to Write."

Longtime TRAINS Editor David P. Morgan never got around to writing the story, and written across the folder's label also was this: "Disassemble." Happily, this instruction was never carried out, and the two dozen Hastings photos still resided inside.

Morgan and his photographer companion of the era, Hastings, rode the trip. Along with Hastings' photos was a report, written by John H. Brinckmann Jr., Chairman of the Trip Committee of the sponsoring North Jersey Chapter of NRHS, to supply Morgan with background material. Brinckmann also sent supporting items that were distributed on the train, mainly a four-page route guide, written by the late William S. Young, plus a sheet with the train's schedule. Also in the folder were correspondence between DPM and Brinckmann and a CNJ press release entitled, "May 17 Railfan Trip is Open to the Public." These documents provided data for the captions in our photo essay and can be viewed online at www.ClassicTrainsMag.com.

All this material gives us a lot of insight six decades later on the makings and execution of a steam fan trip. It's a priceless record of the way we railfans were.

Robert S. McGonigal
 Editor



Fans look ahead as their Jersey Central excursion train curves onto the branch at High Bridge, N.J. Photos of the trip provide a look at a favorite railfan activity as it was practiced in 1953.

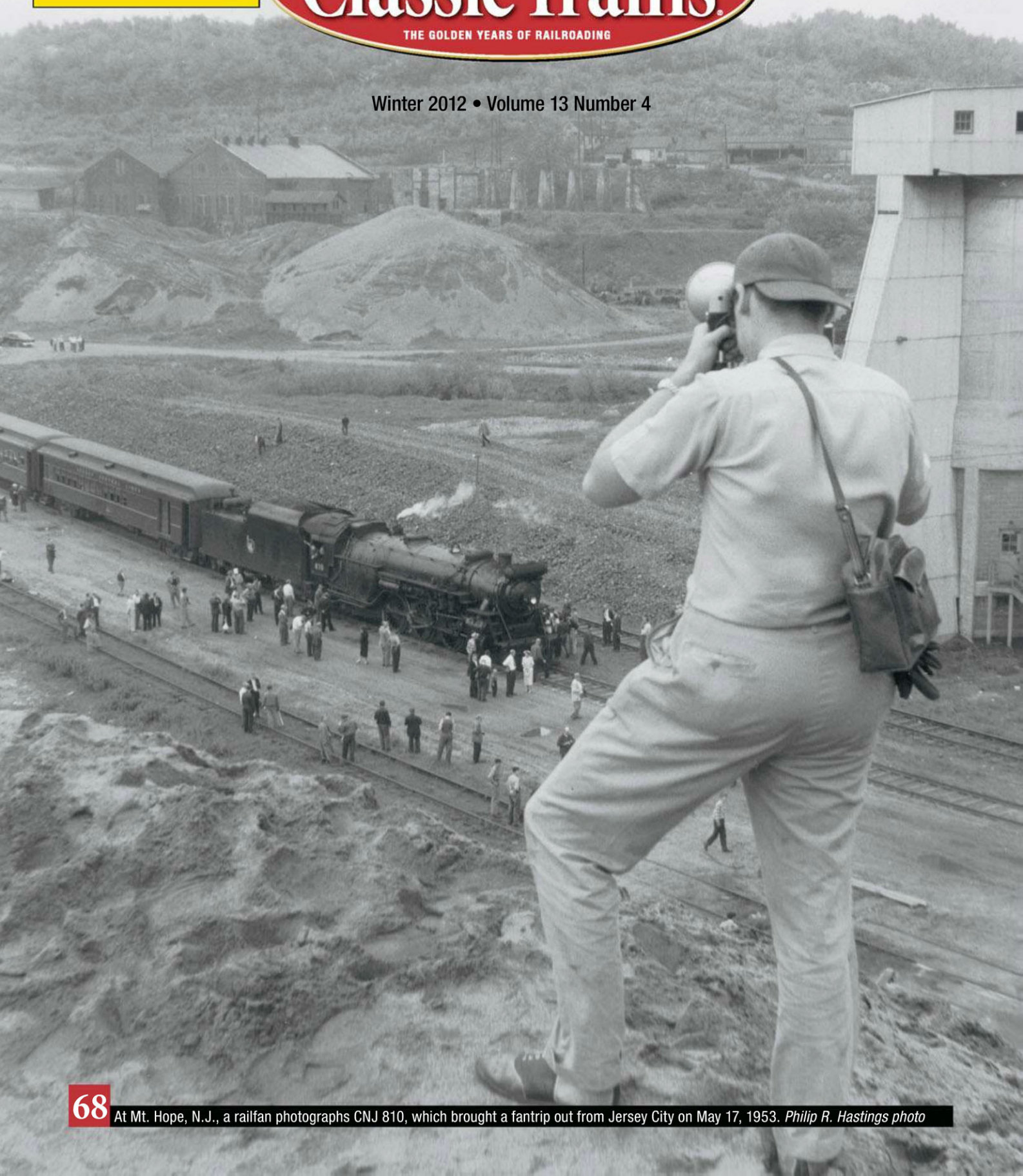
Philip R. Hastings

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Classic Trains

THE GOLDEN YEARS OF RAILROADING

Winter 2012 • Volume 13 Number 4



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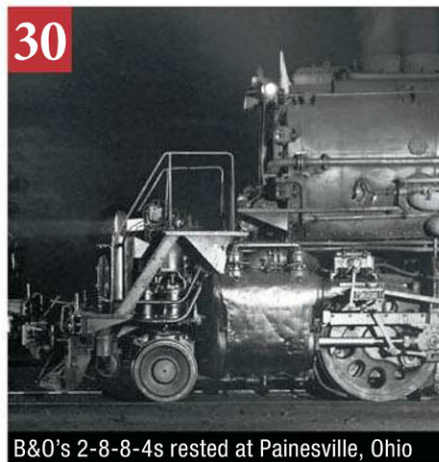
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On the cover: Led by PA No. 16, Delaware & Hudson's *Laurentian* rounds a curve in a Jim Shaughnessy photo. D&H President Carl B. "Bruce" Sterzing admired the classic Alcos, and backed the *Laurentian's* successor, the *Adirondack*, but saving the railroad was his priority (see page 20).

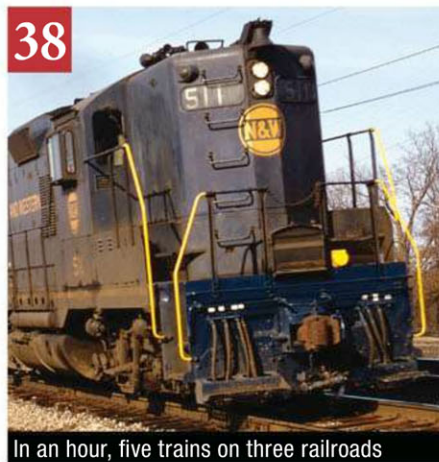
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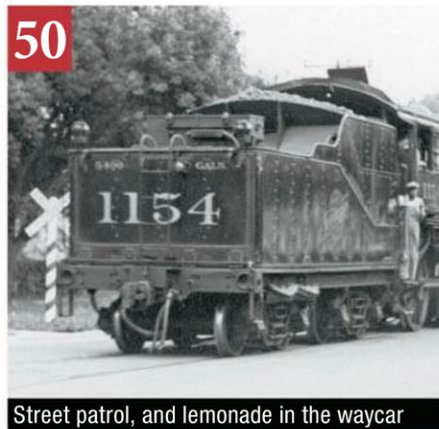
B&O's 2-8-8-4s rested at Painesville, Ohio

38



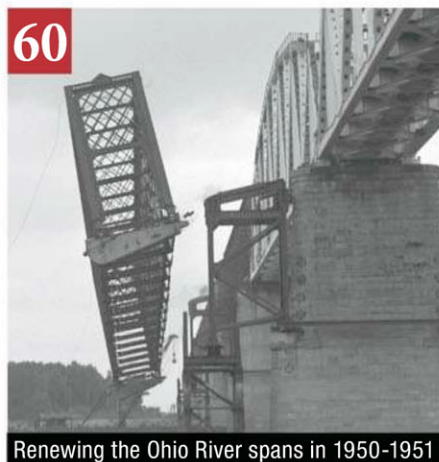
In an hour, five trains on three railroads

50



Street patrol, and lemonade in the waycar

60



Renewing the Ohio River spans in 1950-1951

Clifford J. Downey ["Illinois Central's Cairo Bridge," page 60], although he considers himself a "diehard IC fan" and has published six books and about two dozen articles, mostly on the IC, grew up during the 1970s in Pembroke, Ky., next to Louisville & Nashville's Evansville, Ind.-Nashville, Tenn., main line. His IC interests center on the 1940s-1972 era, and his latest IC book, nearing completion, focuses on its Paducah (Ky.) Shops. A graduate of Murray (Ky.) State University, he is a Certified Surgical Technologist. Cliff lives in Paris, Tenn., with his wife Jolinne, a United Methodist minister, their daughter Rebecca, and two cats. This is his first *CLASSIC TRAINS* byline.

Larry Goolsby ["Bird's-Eye View," page 42] has long been active in the Atlantic Coast Line and Seaboard Air Line Historical Society. He's had "Fallen Flags Remembered" articles about the ACL and SAL in *CLASSIC TRAINS*, and provided data for three previous "Bird's-Eye View" photos.

Philip R. Hastings ["Fantrip, 1953-Style," page 68] contributed photos and

articles to *TRAINS* magazine from 1947 until his death in 1987. A psychiatrist by profession, he was one of the top railroad photographers of his era. He is best remembered for his collaboration with *TRAINS* Editor David P. Morgan on numerous articles during the 1950s. Hastings' photo collection resides at the California State Railroad Museum.

J. David Ingles ["Tasting Good Four Decades Later," page 38], Senior Editor of *CLASSIC TRAINS* since its launch, visited the interiors of almost two dozen interlocking towers and cabins in central Illinois and environs during his decade of living there, but never Winston. Dave taps his large slide collection for the "Ingles Color Classics" series, which began in our Winter 2011 issue.



Robert A. Janz ["A Day on the C&NW's Geneva Switch Run," page 50], of Yorkville, Ill., retired from a career with the North Western and the Chicago Transit Authority in 1992. This is Bob's third article in *CLASSIC TRAINS*, following two other C&NW Chicagoland tales that appeared in the Spring 2008 and Summer 2010 issues. He, and we editors, thank Joe Piersen of the Chicago & North Western Historical Society for his assistance with our cartographer, Bill Metzger, in preparing the map to accompany Bob's story.



Donald S. Linn ["Classics Today," page 76] and his wife Joan are owners of an electronics sales and marketing business based in the Philadelphia suburbs. His interest in trains began at a young age when his father had an HO layout. Don's family home was close to the B&O's Baltimore-Philadelphia main line, and he vividly recalls the parade of first-generation diesels that passed by, leading

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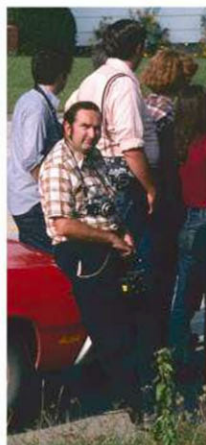
freight and passenger trains including the famous *Royal Blue*. Don has been an active railroad and aviation photographer for more than 35 years, and has published seven books on military aircraft and was U.S. Correspondent for Britain's *Aviation News* from 1978 to 1990. This is Don's first article in *CLASSIC TRAINS*.

C. K. "Ken" Marsh Jr. ["Savannah & Atlanta," page 16], a lifelong railroad historian and photographer, is a University of Tennessee graduate who is retired from a 40-year career in logistics with the U.S. Army Transportation Corps, Louisville & Nashville Railroad, and Eastman Kodak/Eastman Chemical. He and his wife Patsy live in Kingsport, Tenn. This is Ken's ninth *CLASSIC TRAINS* byline, including "Fallen Flags Remembered" entries on Clinchfield (Fall 2005), Georgia Road (Fall '09), West Point Route (Fall '10), and Georgia & Florida (Spring '12).

Jim Shaughnessy ["Carrying Coals to Fairport," page 30], the acclaimed photographer from Troy, N.Y., has been con-

tributing photos and articles to *TRAINS*, *CLASSIC TRAINS*, and other publications for six decades. He is retired from a career in engineering. "The Shaughnessy Files" began in Fall 2007 CT. Jim is pictured at Castleton, Vt., in a snapshot by Dave Ingles from on board the D&H Washington Branch excursion of September 20, 1975, behind D&H's two Baldwin Sharknoses.

Bill Withuhn ["Sandhill Country," page 58] is a Smithsonian Institution Curator Emeritus, having overseen for many years the museum's transportation exhibits. The author of several books and a longtime contributor to *TRAINS*, Bill has had two previous bylines in *CLASSIC TRAINS* publications. **Ted Rose**, who died in 2002, was one of the great railroad artists. He painted the "Sandhill

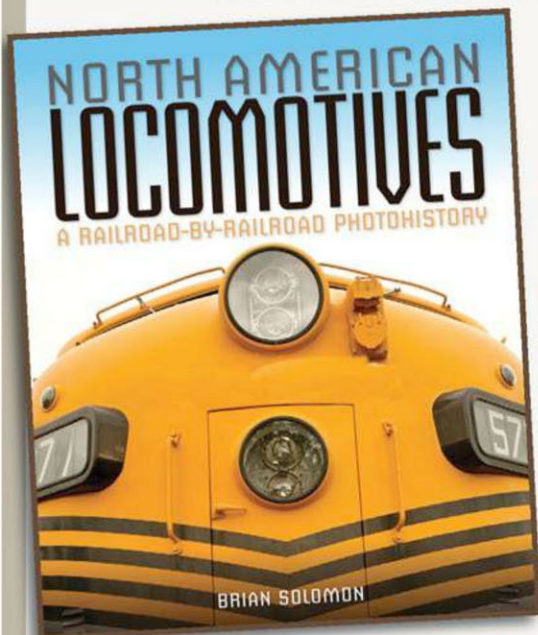


Country" scene after riding with UP steam boss Steve Lee in the cab of 4-8-4 No. 844 for a few days across Nebraska.

Karl Zimmermann ["Fighting for the D&H's Survival," page 20] is a rail historian and prolific book and magazine author, concentrating on, but not limited to, passenger trains and travel. Among the earliest of his many books is *A Decade of D&H* (Delford Press, 1978), while his latest is *The Stourbridge Lion: America's First Locomotive* (Boyd's Mills, 2012), for young readers, illustrated by Steven Walker. Among his hundreds of magazine articles are 15 previous ones in *CLASSIC TRAINS* publications, beginning with "Port Jervis: A Place to Watch Trains" in Summer 2000. His "Big Little D&H," on its 1976 expansion, appeared in December 1976 *TRAINS* and is reproduced on our website. Karl and his wife Laurel live in Oradell, N.J. ■

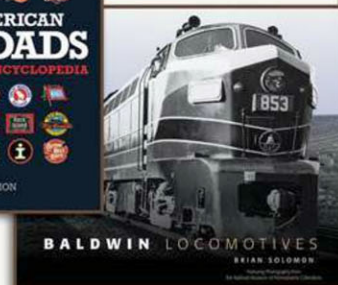
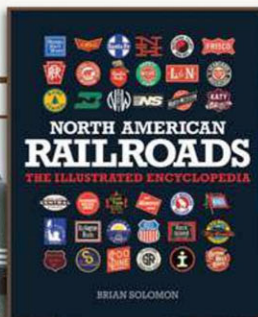
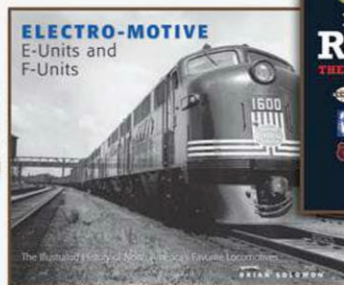


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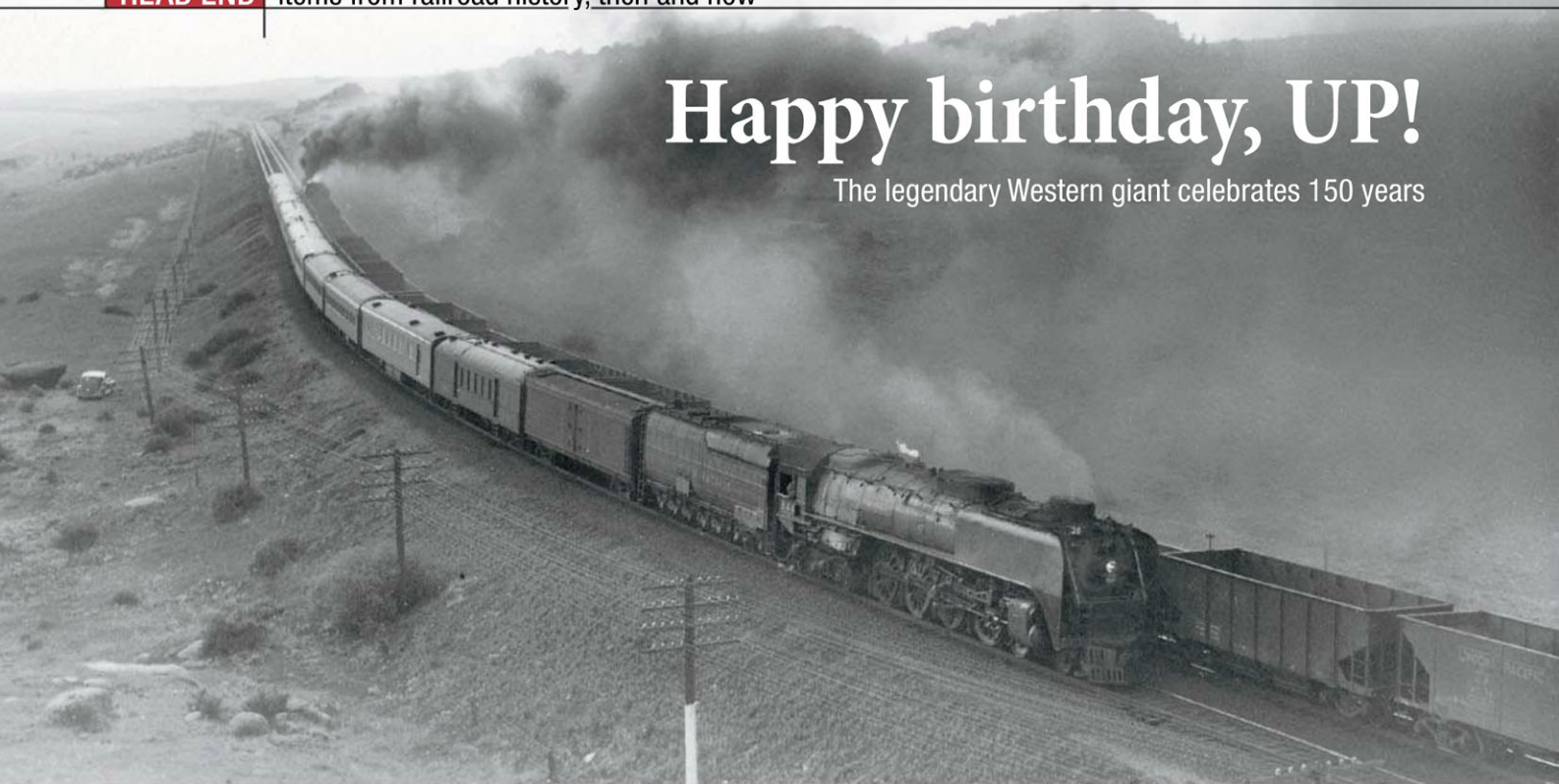
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Happy birthday, UP!

The legendary Western giant celebrates 150 years



Union Pacific was chartered on July 1, 1862, when President Lincoln signed the Pacific Railroad Act. Unlike the other builder of the first trans-continental railroad, Central Pacific—and virtually every other railroad existing in 1862—UP is still doing business under its original name (and in

fact took title to the CP line when it acquired Southern Pacific in 1996). To help mark the occasion, UP's never-retired 4-8-4 No. 844 toured in 2012. Sixty years earlier, on June 22, 1952, the 844 nears the top of Sherman Hill with train 28, the *San Francisco Overland*, passing a Big Boy on a freight.

Otto C. Perry

Stopping traffic in Tampa

Auto traffic on N. Marion Street in Tampa, Fla., has stopped as another vehicle passes on E. Polk Street early on a June 1965 morning. What at first glance looks like a heavy-duty delivery van is in reality Atlantic Coast Line Rail Test Car No. 1, using its retractable flanged wheels to roll west on ACL's half-dozen blocks of street trackage between Tampa Union Station and the Hillsborough River.



Linn H. Westcott

Snow business at Lancaster

After a big snowstorm in early 1958, I made my way from my home in Lancaster, Pa., to the Pennsylvania Railroad station there to see how the PRR was recovering. There were four tracks, one beside each high-level platform and two through tracks in the middle. I watched several men spend over an hour clearing the westbound platform. When the job was almost done, they took a brief rest as a train approached from the east. It soon became clear this was not a passenger train easing in for a stop on the platform track, but Mail 9, barreling west on one of the middle tracks with diesel power instead of the usual GG1.

No trains had used that route since the storm had ended, leaving the track covered with 20 inches of snow. Those three E8's came through like a Navy destroyer, sending waves of snow almost as high as the catenary from one end of the platform to the other.

There were a lot of words shouted by the workers that my 14-year-old ears had never heard, plus a few flying shovels thrown in the direction of the mail train.—*Jack Neiss*

Don Wood



Obituary

William S. Young

Photographer, author, and publisher William S. Young, 83, died August 8, 2012, in Susquehanna, Pa. An acclaimed photographer, Young wrote the "Short Lines" column in *TRAINS* magazine during the late 1950s and early '60s. He also edited and published several periodicals, including *Steam Locomotive* and *Railroading*. He was the subject of a Great Photographers article in Summer 2002 *CLASSIC TRAINS*.

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Jersey Central fantrip

View original correspondence, the trip route guide prepared by William S. Young, and other documents related to the May 17, 1953, steam excursion on the CNJ [p. 68].

Sterzing's D&H

Read contemporary news stories from *TRAINS* magazine about the 1972-77 Bruce Sterzing era on the Delaware & Hudson [p. 20].

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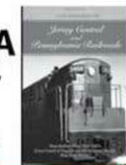
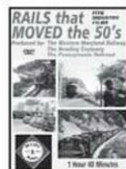
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Thanks to author and historian Bob Withers, who was on the 1970 special move of sleeper *Emerald Waters* to Hot Springs, Va., we now have identification of all but two passengers.

Joe Petric

More on Hot Springs

Imagine my surprise after opening CT's Fall issue and seeing Joe Petric's "To Hot Springs, Va., by Pullman" [pages 30-34], about when our NRHS Collis P. Huntington Chapter took our ex-B&O sleeper *Emerald Waters* there. I and three family members were on board and are in the picture on page 33 [also above]. (Many chapter members called the car *Emerald Withers* because of my lifelong love affair with the B&O. I even retain a copy of C&O/B&O's Transportation Notice about the trip.) Moreover, I know everyone in the picture except one couple.

From left, on the caboose, are George Greenacre, Hal Dillon, John Stevens, me (gripping the handrail and ladder), and Paul Lanegger. From left on the ground, in front of the couple I don't know, are Mary Margaret Withers (my mother), Nellie Moore (my wife's great aunt), Sue Ann Withers (my wife of then three months), Jim Boyd, and Joe Petric.

In answer to your staff's question asked of Mr. Petric and me about the *Emerald Waters*' current status, she remains at the B&O Museum but probably still in pretty rough shape; I last saw her in 1998. The car is on "permanent loan" from the chapter. She left Huntington on train 104 on September 24, 1975, and I would have stowed away on it—as I had a couple of times before—but our second

daughter was being born and Sue Ann would have taken a dim view of me going train-riding while she was in labor!

Bob Withers, Huntington, W.Va.



The back-to-back Rail Travel Card and C&O stories have special interest for me, and not just because I too still have my RTC. More pertinent was Joe Petric's story because my wife Laurel and I honeymooned at the Homestead in Hot Springs in December 1966 and traveled there and back by rail.

Since we were teachers, we needed to shoehorn our wedding and honeymoon into our Christmas vacation and still be home for the holiday itself. At that time C&O operated a set-out sleeper to (on the *F.F.V.*)

and from (on the *George Washington*) Hot Springs, but for a brief time in winter its frequency dropped from daily to twice-weekly. While I saw no problem in setting our wedding date based on C&O's schedule, Laurel balked, so we headed south in a more complex way. The *F.F.V.* was due into Covington, Va., the nearest mainline station to Hot Springs, at 5:45 a.m.—to me, too early for the first morning of our marriage. So, we continued on to Hinton, arriving at 7:39 a.m., then doubled back on the eastbound *Sportsman*, due out of Hinton at 8:04, for a 10:01 Covington arrival. The *Sportsman* was already in Hinton when we arrived, and our porter hustled down the platform with our luggage to help us make the transfer. The *Sportsman's* diner-

lounge was on the rear, and our breakfast was a treat as we snaked through West Virginia's lovely landscape. On the night of our return C&O was offering the set-out sleeper, so we boarded at 10 p.m. for an 11 p.m. departure on the mixed train to Clifton Forge, where our car joined the eastbound *George*. No sooner were we home than I regretted not noting the names of our sleepers. I do know we were in Bedroom C of car C54, however, as I saved a tag [below left] provided by the Homestead to expedite the bellman's delivery of our bags to our sleeper.

Karl Zimmermann, Oradell, N.J.

C&O 5887, on the mixed train from Clifton Forge, was a GP7, not a GP9, the second of a dozen in that series with steam generators. I grew up in Grand Haven, Mich., and sisters 5886 and 5888 usually worked the Muskegon-Holland trains mentioned in the article.

Dick Brazda, Danville, Ill.

Heart of the Western Maryland

Having been born and raised in Hagerstown, Md., I enjoyed both articles ["Hagerstown: WM's Heart," by Bill Metzger, as "Bird's-Eye View," pages 54-55, and "Hagerstown's Rail Heritage," by Alex Mayes as "Classics Today," pages 74-75]. I lived just to the right out of the aerial photo. My father was a WM conductor, as his father had been, and my other grandfather was an engineer. I also had several uncles who worked for WM, and my sister worked in the office for a while. I was a telegrapher on the extra board from September 1960 to May 1966. The expansion west to "Cherry Springs," W.Va., was actually to Cherry Run. The expansion actually began at a train-order office I worked, called Big Pool Junction.

Larry Bailey, Mercersburg, Pa.

Galesburg, Ill., in 1956

Jim Shaughnessy's fine "O-5 Finale" [pages 20-29] reminded me that I had also visited Galesburg, Ill., in November 1956 with friends from Bloomington, Ill. I did not note the exact dates. Working with my dad's old Kodak folding cartridge camera that took size 116 film at 1/60 of a second, I still managed to get off two shots of CB&Q O-5 5621 leaving Galesburg with a westbound. Unlike Mr. Shaughnessy, I also found a 2-10-4, 6316, at the terminal, and under steam. When my friends and I went back a month later, in December, the only engines under



steam were O-1 2-8-2s 4961 and 4992 working the hump. The only O-5's we saw then were in a storage line, their cold

boilers topped with a light coat of snow.

Richard Leonard, Hamilton, Ill.

"Frozen tundra" reefers?

Fall CT's "Fallen Flag" ["Green Bay & Western: More Than Alcos," by Steve Glischinski, pages 16-19] was unusual in that unlike most carriers of its size, and many big Class 1's, GB&W had its own refrigerator-car fleet. My family was in the produce brokerage business in Paducah, Ky., and from the late '50s into the early '70s, we bought many cars of potatoes from Okray Produce in Plover, Wis. Its packing house was on GB&W, and most cars were loaded in GB&W's ice-bunker "reefers." While most refrigerator-car firms' cars were painted yellow or orange, GB&W's were white, with the red "Green Bay Route" herald in the corner. The reporting marks were "GBW," no "X," meaning they were company-owned. Our cars were routed GBW-East Winona-CB&Q (later BN). Many people did not realize that the Q's trains entered Paducah.

Bob Johnston, Paducah, Ky.

Reference is made to GB&W Alcos still in existence, and you can see three, in red, in Lakeville, N.Y., at the Livonia, Avon & Lakeville's enginehouse: C424's 319 (PRR's only one), 320 (ex-Reading), and 321 (ex-EL). They seem to be parts supplies for LA&L's other Alcos; LA&L is a tolerant host if you sign a release.

Bruce Beardsley, Rochester, N.Y.

✎ *Author Glischinski confirms four more are extant on Minnesota Commercial in St. Paul: RS27's 316 and 318, still active; and C424's 313 and 314, stored.—J.D.I.*

Maps add value to stories

I liked the format of Tom Gilder-sleeve's "Early Days in the O.C." [pages 46-53] about growing up in Santa Ana, Calif. Having a detailed map which allowed me to orient the location of most of the photos gave me a much better understanding of the locale. That said, I confirmed that the caption for the page 51 photo in the lower right corner is wrong—3760 is "stepping" across First

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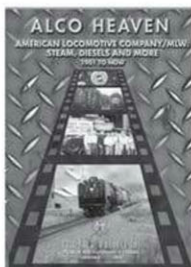
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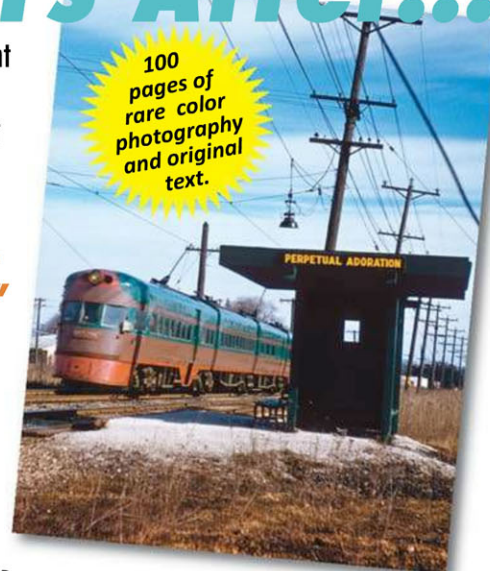
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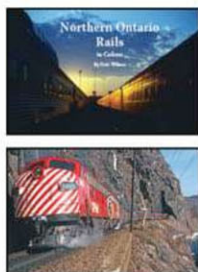
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FAST MAIL Letters from our readers

Credit the New Haven

Dave Ingles' "Saved by the Rail Travel Card" [pages 35-37] really hit home. I used the RTC many times, and also the Rail Charge Card issued by the New Haven—see the copy of the March 1958 card application at right. These cards jointly enabled me to charge hundreds, if not thousands, of dollars of charges for business travel to Chicago and elsewhere, and family personal travel to Florida. Unlike the RTC, the New Haven card was plastic, as were other emerging charge cards of the era such as those of Chase Manhattan, oil companies, and department stores. NH's was wallet-sized in thin, lightweight plastic and more impressive in appearance than the RTC. There were separate applications for individuals and companies. Cards were issued by the Treasurer, New Haven Railroad, New Haven 6, Conn., who sent out monthly bills of all charges, due and payable upon receipt. The application states "this card will remain the property of the New Haven Railroad" and "will be used in compliance with the conditions set forth thereon."

The card was good for Pullman or railroad tickets (except commutation) to any destination on, or via, the New Haven at any authorized NH ticket office before boarding trains; for meals and refreshments in all NH dining and grill cars, plus Pennsylvania dining and coffee-shop cars on through trains operated via Hell Gate Bridge; baggage charges except Red Cap fees; to cash personal checks up to \$25 at any NH ticket office; and auto rentals at any Hertz or Avis agency in the country. Those agencies, especially far from the Northeast, would do a double

take at me and the card and usually would look it up or call to make sure it was legitimate. Soon after Penn Central took over NH, the card was discontinued and shifted to the RTC, billed by PC out of Philadelphia. Judging by my statements, the RTC remained active into the mid-'70s.

Andrew Poschmann, Orlando, Fla.

I too was once saved by my RTC. I received it at age 18 in 1972, and planned to use it on Amtrak trips out of Chicago. I heard about the 25th anniversary run of the *California Zephyr* and booked a trip from Chicago to Denver on Amtrak, then the *Rio Grande Zephyr* to Salt Lake City and back. I would then take Amtrak's *San Francisco Zephyr* to Oakland, the *Coast Starlight* to Seattle, and the *North Coast Hiawatha* back to Chicago. I paid for my tickets with savings but took only a small amount of cash on my trip. After having to buy more food and drink were running low, but my RTC was my savior in Amtrak's dining and lounge cars. I got off the *Hiawatha* in Chicago with a dime in my pocket to call for a ride home but was pleasantly surprised to see my mother waiting at the gate.

Peter Niefert, Austin, Texas



Street, not Fourth. Maps always add value to an article with photos.

Chris Hausler, Henrietta, N.Y.

Twilight illuminations

I thoroughly enjoyed Kevin Keefe's "A Train for CEO's" [pages 38-45] on the Michigan Central/New York Central *Twilight Limited*, but I would correct his statement that only one other train, New Haven's *Merchants Limited*, was truly equivalent to the *Twilight*.

New Haven on March 1, 1930, published a 24-page hardcover book, *The Yankee Clipper*, which introduced its all-new, extra-fare, all-Pullman parlor-car train of that name. Cars were named after famous clipper ships. The trains left Boston and New York at 3:30 p.m. on weekdays, arriving at their destination at 8:15. Parlor car *Great Republic*, one of several saved from the scrapper by the late Jim Bradley and which was a *Clipper* car, runs today in regular service on the

Valley Railroad tourist line out of Essex, Conn.

Henry Bakewell, Old Saybrook, Conn.

The reason for the *Twilight's* 1949 Chicago terminal change from La Salle Street back to Central Station [page 42] is known. Two sets of new equipment were delivered in '49, each of which made two round trips a day between Central and Detroit, one way as the *Chicago Mercury*, the other way as the *Twilight*. The *Mercury*, always a morning departure from Chicago, was rescheduled to a Detroit morning departure, its early afternoon departure role assumed by *The Michigan*. The distinctive original *Mercury* equipment ended up as the *Cincinnati Mercury* to and from Cleveland. The 1949 re-equipping is when observation-parlors 60 and 61 became *Twilight* trade-marks, and they continued in Detroit-Chicago use by Amtrak in the early '70s.

Jerry A. Pinkepank, Seattle, Wash.

Keefe referred to "those original MC trains" as Nos. 25 and 26. Perhaps Michigan Central was run as a separate subsid-

iary with its own train numbering scheme, for Nos. 25 and 26 on parent NYC were the *20th Century Limited*.

Paul Seidenman, San Francisco, Calif.

¶ According to Official Guides of the period, from its May 1926 inception until at least September 1935, the *Twilight* was carded as MC 25 and 26. By April 1937, it was Nos. 31 and 30.—K.P.K.

Sioux Falls: Branchline town

As a lifelong resident of the Sioux Falls area, I was glad to see David A. Nealy's "Big Town, No Main Lines," in "The Way It Was" [pages 78-79]. I have only vague recollections of steam, but do remember F units on Milwaukee freights in the '50s and '60s. In addition to BNSF and D&I that Nealy mentions, Ellis & Eastern runs ex-C&NW track hauling rock and sand between its quarry and redi-mix plant. The city is in negotiation with BNSF to buy downtown trackage for development ... quite a comedown from the days of five Class 1's and more recently, Dakota, Minnesota & Eastern's headquarters.

Wayne Kerslake, Sioux Falls, S.D.

Riding the Big Easy's trolleys

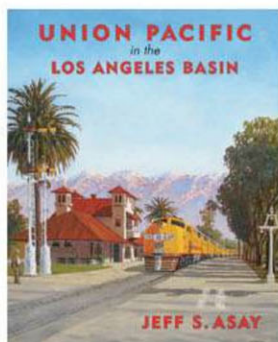
"Timeless Trolleys of the Big Easy," as "Car Stop" [pages 86-87] was a nice surprise. I was assigned to Keesler AFB in Biloxi, Miss., during January 1949–August 1952, and made many trips to New Orleans, riding those Perley Thomas cars many times. I frequented a hobby shop on St. Charles Avenue. Before entering the Air Force I was hooked on model railroading by Frank Ellison's articles on his O-scale Delta Lines. I visited him several times, which required a long ride on the West End line, the full length of Canal Street. I got off at Colbert Street, near Lake Pontchartrain, and walked a few blocks to his house. The 25-minute ride cost a mere 7 cents one way.

Frank Kozempel, Cinnaminson, N.J. 📧

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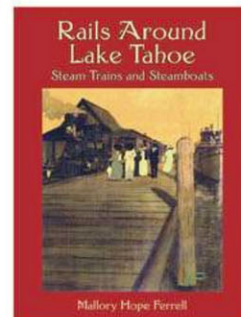
Union Pacific was a latecomer to Southern California, not arriving until 1901, when E.H. Harriman and W.A. Clark agreed to share ownership of the San Pedro, Los Angeles & Salt Lake Railroad. But the history of this part of the UP is complex. It is all here, from the predecessor railroads, through Depression, war, and many postwar changes and adjustments, including many complications at the ports of Long Beach and Los Angeles. Also fascinating are the relations with Santa Fe, Pacific Electric and Southern Pacific. This book will be of great interest to UP fans and those interested in Southern California history.

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Rails Around Lake Tahoe, Mallory Hope Ferrell

Lake Tahoe lies in the Sierra Nevada, along the California-Nevada boundary. Its first railroads, were logging roads, delivering mine timbers and cordwood from mills at lakeside to the Comstock mines in Virginia City. Steamboats plied the waters to move people and log booms. As the logging declined, tourists flocked to the lake. A short narrow-gauge railroad was built, to bring tourists from the Southern Pacific at Truckee to the lakeshore, and new steamboats carried travelers around the lake. In 1925 the SP acquired and standard-gauged this line, and finally abandoned it in 1941. But the story of the steam trains and steamboats is a vivid part of Lake Tahoe's history.

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George H. Drury

Long-lived steeple-cab

British Columbia Electric Railway was a far-flung streetcar and interurban system centered on Vancouver that ended rail passenger service in 1958. Freight operations continued with diesel power, except for three steeple-cab electrics BCER retained to work a small amount of trackage in central Vancouver. Built by Alco-GE in 1912 for Oregon Electric, the trio came to Canada in 1946. By 1970, BCER had become BC Hydro, and only two of the motors remained active—and those, too, were idled when the wires came down as part of a highway project that fall. This October 10, 1970, overhead view shows BCH 961 just days before the end of its Vancouver career. A decade later, the old steeple-cab moved to Edmonton, Alberta, to help build one of North America's first modern light-rail systems. As Edmonton Transit 2001, it handled work-train duties until 1998. It's now part of the Edmonton Radial Railway Society collection.

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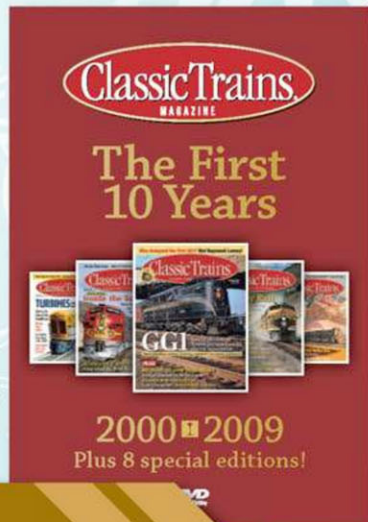
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P17861

Savannah & Atlanta: a tale of success

S&A rode a typical “roller coaster,” from timber spur to busy local pike to absorption • By C. K. Marsh Jr.

Trees were the genesis of literally hundreds of railroads, and the Savannah & Atlanta was no exception. A lumberman, George M. Brinson, lent his name and money to a railroad charter in March 1906. His plan was to build a feeder line for his Georgia sawmill near the Savannah River a few miles north of its namesake city. By May 1907 he had completed a 25-mile line northwest from Central Junction—the crossing of the Atlantic Coast Line, Seaboard Air Line, Southern Railway, and Central of Georgia near Savannah—to Springfield, Ga. Almost arrow straight, the Brinson Railway traversed large pine and hardwood timber stands in the marshlands parallel to the river.

Crews laid another 19 miles of track to Newington in 1909. More importantly, the advancing Brinson made its first connection with another railroad, the Savannah Valley, which ran 28 miles north to Millhaven, via the established farming community of Sylvania. SV fit nicely into Brinson's plans to reach more timber and agricultural lands, and he purchased the line on February 18, 1909. Logs now could be loaded and hauled up to 71 miles to the mills near Savannah. Brinson Railway's six little Ten-Wheelers kept busy hauling the timber.

After a two-year break, construction advanced the railhead another 6 miles, to Sardis. Apparently Brinson's aggressive expansion had reached the geographic limits of his original charter, but an amendment allowed him to build as far as Waynesboro and Augusta, the latter a major cotton, rail, and trade center. More borrowing financed 18 more miles of track to reach Waynesboro and a CofG connection.

Alas, there was no revenue bonanza in that connection. With its own line from Savannah via Waynesboro to Augusta, there was no reason for CofG to support the newcomer by sharing traffic.

Seeking a more amenable connection, Brinson pushed on a dozen miles to St. Clair and a connection with the Georgia & Florida Railway [“Fallen Flags Remembered,” Spring 2012 CLASSIC TRAINS]. Brinson finally had a friendly



Before being relettered SOUTHERN, S&A GP35 2715 displays the “tuxedo” livery of its latter-day parent, which NS applied in 2012 to a new “Heritage” unit; the 2715 is preserved in Savannah.

Ron Flanary collection

connection to Augusta and beyond, one that also would benefit from reciprocal sales. This sequential expansion, however, had exhausted the financial resources of Brinson's original backers.

George Brinson's debt-holders forced him to relinquish control via a bankruptcy filing, and it is at this point the name Charles E. Gay Jr. first appears in the financial records as vice president of the new firm. Appropriately renamed as the Savannah & Northwestern Railway (S&NW), effective March 26, 1914, the

road came under the control of New York investment bankers Imbrie & Co. Imbrie, which infused fresh capital into the enterprise to improve facilities and service while lowering operating costs, possessed

a railroad that no longer was dependent solely on timber. The carrier still had a serious defect, however—commercially speaking, it was a railroad from somewhere to nowhere.

New addition, new name

Quietly, Imbrie representatives visited the managers of the Georgia Railroad [“Fallen Flags Remembered,” Fall 2009 CLASSIC TRAINS] and its lessee, Atlantic Coast Line. If the S&NW extended its line to a Georgia Road connection, would the Georgia enter into favorable

rate divisions to encourage traffic between Savannah and Atlanta? Yes.

Thus was the Savannah & Atlanta Railway chartered, on December 8, 1915, to build a 33-mile extension to East Warrenton on the Georgia Road. Three miles of trackage rights on the “Macon Road” of the Georgia allowed the new line to jointly use the Camak yard and junction. Thus actions by both parties confirmed a mutually beneficial agreement. Financed with a loan secured by property liens at Port Wentworth, S&A began service July 15, 1916 . . . just in time to benefit from freight destined for the Great War in Europe.

The combined S&A/Georgia route mileage of 265 between Savannah and Atlanta was 10 miles shorter than Central of Georgia's circuitous and hilly route via Macon. “The Central” finally had an aggressive and worthy competitor between Savannah and the state capital for both freight and passenger traffic. S&A now served the state's four largest cities by direct connections with either G&F or the Georgia Road.

A through freight operated each day over the entire S&A main line, supplemented by local freights and mixed trains. Through passenger service allowed connections with Georgia Road trains to Macon, Augusta, Athens, and Atlanta. Timber was still important to S&A, though, and Port Wentworth

Lumber Co. trains frequently operated between Millhaven Junction and its mill along the river via trackage rights. The S&A was poised to grow.

On January 1, 1918, S&A leased the tracks of the Port Wentworth Terminal Co. for 99 years. This 2.4-mile branch connected the main line to a large tract of Savannah River waterfront property. Near the original Brinson mills, about 8 miles north of downtown, the land was served exclusively by S&A even though the terminal company had to bridge over the ACL main line to reach it. As a local station on the S&A, all traffic to or from Port Wentworth was afforded line-haul rate divisions rather than the much lower switching charges if interchanged with nearby railroads. The 3,000 acres with deepwater frontage quickly became the site of several major industrial developments. Port Wentworth Lumber Co. and Atlantic Paper & Pulp Corp. were natural destinations for woodland materials. Outbound building materials and paper filled boxcars. By 1920, other firms at Port Wentworth included a shipbuilder, a steamship line, and the lucrative Savannah Sugar Refining Co.

Savannah Sugar was widely marketed under the trademark Dixie Crystals, and sugar quickly became a key business for S&A. Raw sugar, grown by the U.S. Sugar Corp. south of Lake Okeechobee in South Florida, was harvested in the winter months. Initially processed at Clewiston, the sugar was loaded into trains of 50-ton boxcars and routed north via either ACL (Savannah) to S&A or ACL (Lake Harbor)–Florida East Coast (Jacksonville)–ACL (Savannah)–S&A. (This traffic and the unusual routing was divided between ACL and FEC based on the origin stations near the lake.) The Savannah refinery could unload 27 cars at a time. S&A switch engines worked 24 hours a day during the season to handle the loaded cars and resulting empties to and from the ACL less than 6 miles away.

Alas, the growing business on the S&A could not forestall a post-World War I recession and receivership. Deterioration of the original roadbed and ties across the swampy woodlands, as far north as Sylvania, contributed to the financial stress. It took 18 years, until January 1, 1939, and the aid of a \$1.3 million Reconstruction Finance Corp. loan, for the new Savannah & Atlanta Railway to organize.

Following the reorganization, the Port



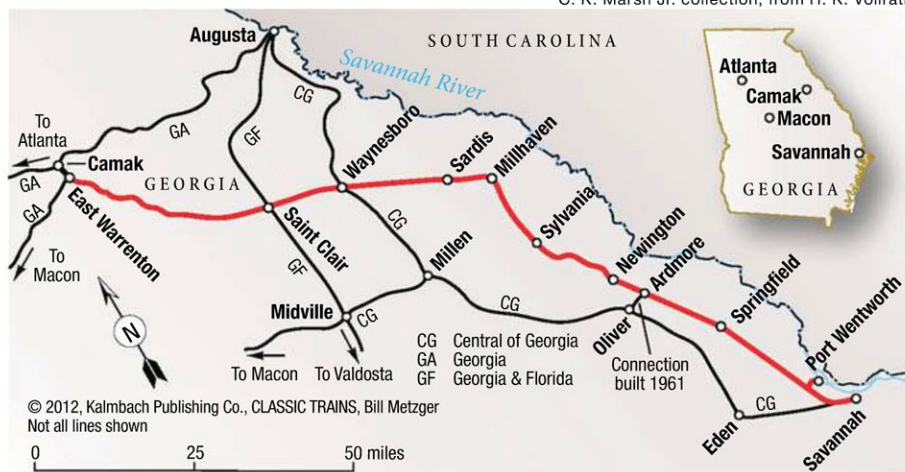
S&A 503, a 1923 Baldwin 2-8-2, leaves Sylvania with mixed 102, trailing a Jim Crow combine.

M. B. Cooke



Action photos of S&A's five ex-Ontario & Western 4-8-2s are hard to find because the engines normally handled night freights. No. 445, ex-O&W 401, poses at Camak, Ga., in February 1947.

C. K. Marsh Jr. collection, from H. K. Vollrath





Oval-grille 1940 VO's 22 (1,000 h.p., above), ex-CofG 22, and 660 h.p. CofG 5 (behind S&A DRS-6-4-1500 107), rest in Savannah on Christmas 1962.

Two photos, Norm Herbert

Wentworth Corp. owned the S&A. Just in time for World War II, new owner Piedmont Associates, Inc., took control of both Port Wentworth and the S&A. Business boomed. Charles E. Gay Jr. was president, working for a board of directors chaired by Robert M. Nelson of New York. Nelson was a hands-on chairman who kept close tabs and a personal interest in the company and its employees.

Steam: eclectic, short-lived

As the traffic generated at Port Wentworth grew, the small fleet of ex-Brinson 4-6-0s gave way to an eclectic locomotive roster. Seven 2-8-2s started arriving in 1919; two were diversions from Cuba. In 1936, fire-sale prices on FEC light Pacifics brought three north for service on the Savannah-Waynesboro mixed; FEC 80, 141, and 136 became S&A 750-752. After the war, S&A found five Yankee 4-8-2s on the rapidly dieselizing New York, Ontario & Western: 401, 404, 406, 407, and 409. The S&A made them its 445-449 series.

These Mountain types handled fast freights 211 and 212 over the main line. Northbound 211 moved perishables brought up from Florida by ACL, as well as refined sugar, lumber, paper, and other traffic generated and/or terminated around Savannah. In fact, the numbers for these 50- to 70-car trains were the same on ACL and Georgia Road, as well. On the S&A, the 4-8-2s took coal and water at Sardis and worked the G&F interchange at St. Clair, otherwise stopping just to meet their opposite number. They frequently ran with extra sections. The nocturnal schedules on S&A precluded daylight photos in most instances, so images of these grand 4-8-2s in full stride are rare. Plus, they didn't last long.

Just two years later, in 1948, diesels came in the form of eight dark green Baldwin DRS-6-4-1500 road-switchers (1,500 h.p., A1A trucks for S&A's light rail), sweeping the Mountains and most of the remaining steam power into local scrap yards. An ex-CofG Baldwin VO-1000 switcher took over some of the yard work around Savannah. Three AS-416 road-switchers arrived during 1950-55, retiring all but one steam locomotive. Originally kept for sentimental reasons, Pacific 750 on July 4, 1962, was conveyed to the Atlanta Chapter, National Railway Historical Society, for preservation and excursion service. Three of the 2-8-2s made their way to West Virginia for service on the Elk River Coal & Lumber as Nos. 15-17, and several of the older Ten-Wheelers earlier had been sold to various short lines in the South.

For decades the Central of Georgia, headquartered in Savannah, had lusted after the lucrative Port Wentworth traffic of its parallel rival. On weekdays, as many as 20 S&A crews went to work every 24 hours. It was a busy railroad. After repeated overtures Robert Nelson finally agreed to sell the S&A to the CofG, provided the Central would continue to operate it independently with the existing president (Charles E. Gay III), management, and employees. The deal was effective August 22, 1951. For 10 years the S&A continued to operate as usual, with only a gradual shift of traffic away from the Camak and St. Clair interchanges toward the CofG connection at Waynesboro and long hauls to Atlanta and beyond via Macon. The long-standing mixed-train schedules with their Jim Crow combines between Savannah and Waynesboro ended, but local freights continued to service single-car accounts.

After a decade, the 1951 agreement collapsed, a casualty of railroad consolidations and line retrenchments. In 1961 CofG gained regulatory permission to abandon its 42-mile main line from suburban Savannah to Oliver and run over the more direct S&A via a connection at Ardmore. A later management study of S&A brought attention to its lack of on-line business north of Sylvania to beyond Sardis. By using the nearby CofG main line and a part of the branch to Augusta as far as Waynesboro, 39 miles of S&A were retired. Meanwhile, traffic to and from Camak and the Georgia Road was steadily diminishing as CofG solicitation diverted more of it to Central routes.

In 1964, Southern Railway bought the CofG along with its various controlled connections, including the S&A. Quickly, Southern invested in its new property around Savannah. Just north of Central Junction, Southern built a large new yard on the site of the S&A facilities. Southern also abandoned the adjacent CofG yard along with other duplicate facilities, plus a small Southern yard nearby. The single-line monopoly at Port Wentworth now benefited the Southern. The last investment in S&A equipment was 11 GP35's, Nos. 2705-2715, delivered in early 1966 in Southern livery (and with high noses and Alco trucks) but lettered Savannah & Atlanta, to replace all the Baldwins. (No. 2715 is displayed at Savannah's Roundhouse Railroad Museum). In 1975, S&A was merged into the Central of Georgia, ending Gay family involvement in the railroad business.

The S&A had ridden a not atypical roller coaster from isolated timber spur to expanding short line to regional participant with neighboring roads to absorption by a parallel rival to disappear-



S&A Pacific 750, given to an NRHS chapter on July 4, 1962 (above), today is an exhibit at the Southeastern Railroad Museum in Duluth, Ga.

James W. Bogle

ance into a growing large system. And although another flag had fallen, and a small one at that, today it is remembered more than most because of the one 4-6-2 that was saved. Southern used the engine occasionally during its steam-excursion program of the 1960s and '70s, and the large, red "S&A" emblem on No. 750's tender perpetuated the memory of a 142-mile road. Moreover, the emblem made enough of an impression, apparently, that although the GP35's lacked heralds, when Southern successor Norfolk Southern Corp. in 2012 included new EMD SD70ACe 1065 among its 20 "Heritage" locomotives, painted in Southern black-and-white but lettered SAVANNAH & ATLANTA, the big brute was adorned with a red "S&A" emblem on its nose! **1**

Savannah & Atlanta fact file



(comparative figures are for 1929 and 1969)

Route-Miles: 142; 167

Locomotives: 13; 11

Freight cars: 58; 781

Passenger cars: 7; 0

Headquarters city: Savannah, Ga.

Special interest group: Central of Georgia Railway Historical Society, 2400 Pleasant View Road, Pleasant View, TN 37146; www.cofg.org

Recommended reading: *Central of Georgia and Connecting Lines*, by Richard E. Prince (Prince, 1976).

Source: *Historical Guide to North American Railroads* (Kalmbach, 2000)

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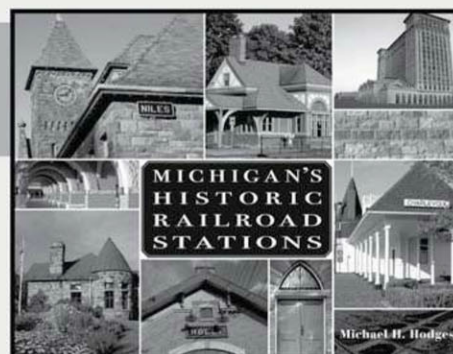
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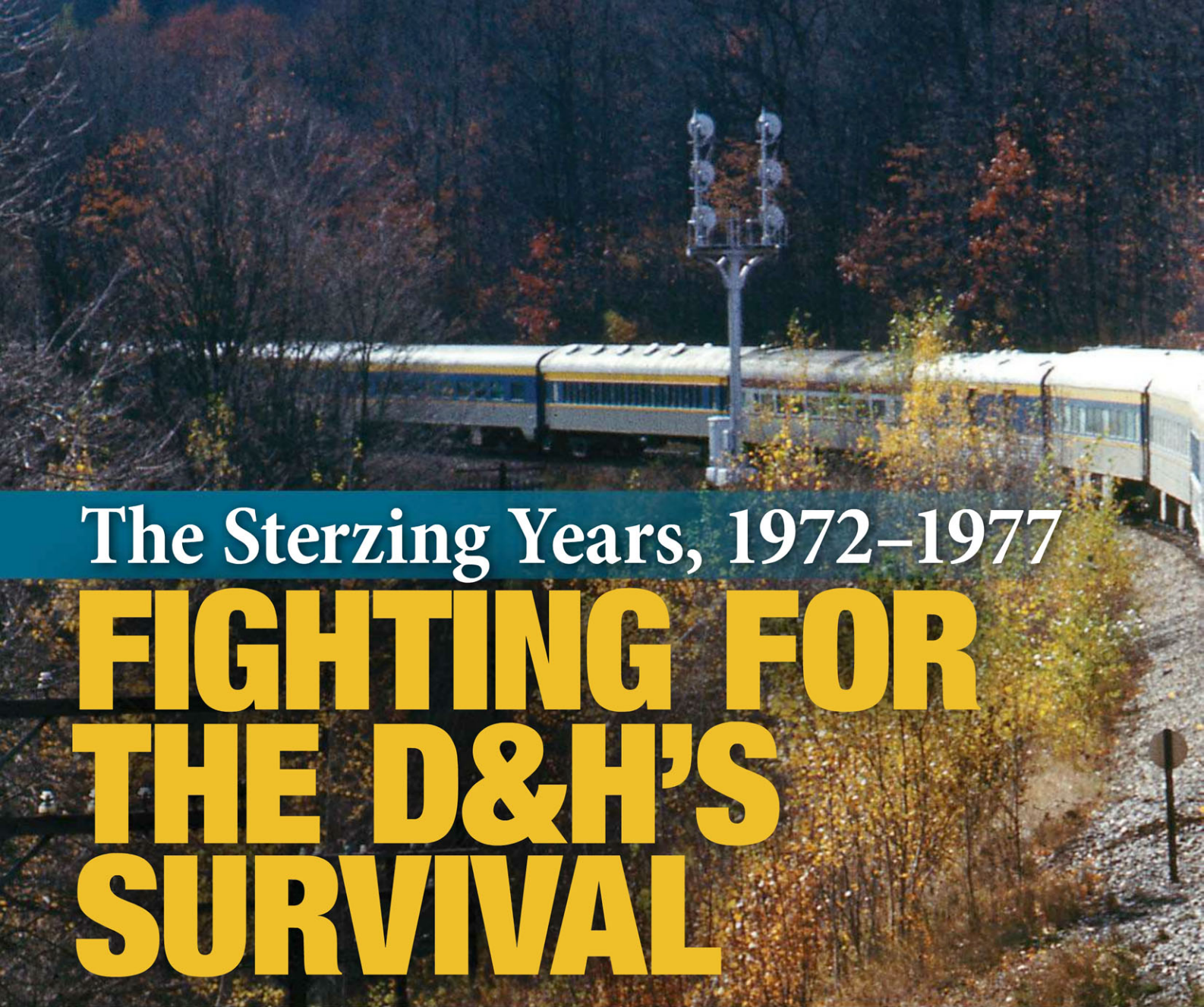
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The Sterzing Years, 1972–1977

FIGHTING FOR THE D&H'S SURVIVAL

The era was much more than the Alco PA's—the colorful D&H was the classic underdog

By Karl Zimmermann

“I don’t want those PA’s thrown in my face again,” said Carl B. (“Bruce”) Sterzing Jr., when, more than three decades after we’d last spoken, I called him to compare notes on the period, from 1972 to 1977, that many of us think of as the Delaware & Hudson Railway’s “Sterzing Era,” when he was its president and chief executive officer.

This response was a bit deflating. I had planned to do just that, at least in part, since I knew that the four elegant Alco PA passenger diesels active during

Sterzing’s presidency were an alluring part of the story. In the Amtrak era, they served first on D&H excursions and inspection trains, then on the reincarnated, State of New York–supported New York City–Montreal *Adirondack*.

There was, of course, much more than the PA’s. The main story was the feisty, independent D&H holding its head high amid the mess of contemporary railroading in the Northeast. Yes, the D&H did attract enthusiasts and photographers, running a snappily painted, Alco-heavy locomotive fleet through some of the region’s finest scenery. The D&H’s blue-and-gray diesels were a welcome re-

lief to dreary Penn Central black, but the David versus Goliath scenario, with the huge, dysfunctional PC playing Goliath, was reason enough to pay attention.

Sterzing reminded me that the PA’s had come to the D&H in 1967, on the watch of a predecessor, Buck Dumaine, who had bought them from Santa Fe to help upgrade D&H’s passenger trains: the daytime *Laurentian* and overnight *Montreal Limited*, both New York–Montreal runs that would end upon Amtrak’s inception. (New York Central, then PC, ran them on the Albany–Grand Central Terminal portion.) Dumaine also had bought cars from the Rio Grande.



Bruce Sterzing (at right, above), chats with a passenger and the conductor (at left) of a D&H Albany–Hudson Yard inspection train at Binghamton, N.Y., November 29, 1972. Two of the PA's (left) roll the "Penn Division Special" north at Starrucca, Pa., on October 19, 1974.

Left, Karl Zimmermann; above, J. David Ingles

I knew this, of course, but I also knew that Sterzing brought the PA's back after they had been dispersed by Erie Lackawanna management, which was essentially running D&H then. Two had gone to Steam Tours, Inc., of Akron, Ohio, for use on Greenbrier River excursions in West Virginia; the other two were sitting at General Electric in Erie, Pa., as trade-ins against purchases of new units. Further, I'd shared the cab of PA No. 18 with Sterzing, on a June 29, 1974, special from Binghamton to Saratoga Springs, when I learned first-hand that he had a fondness for the classic locomotives.

Bridge traffic, and Dereco

Still, his touchiness on the subject was understandable. While railroad enthusiasts, along with D&H employees, area

citizens, and Sterzing himself were enjoying these elegant passenger diesels, he was fighting for the life of the company. A "bridge route" that survived on overhead traffic, the D&H was in the perilous, fast-changing environment that was Northeastern railroading in the 1970s. Long-time friendly connections could vanish virtually overnight.

Those connections included, to the north, at Rouses Point, N.Y., Canadian National and D&H subsidiary Napierville Junction Railway, which connected with Canadian Pacific in Montreal. To the east, Boston & Maine provided a vital gateway to New England at Mechanicville, N.Y. At Sayre, Pa., the Lehigh Valley linked the D&H to the west by means of D&H-LV run-through trains using Erie Lackawanna trackage rights

between Binghamton and Owego, N.Y.

D&H had another interchange with LV, at Dupont, Pa., near Wilkes-Barre, which under Sterzing was improved to host run-through trains NE-84 and NE-87 to and from Allentown, Pa., and points south. The Pennsylvania offered another Wilkes-Barre area connection.

Among D&H's several connections with EL, the most important was at Binghamton, gateway for hot EL-D&H-B&M run-through trains linking Chicago with eastern Massachusetts. These included manifests TC-99 and TC-100 and piggyback trains PB-99 and PB-100. For a time, EL was the D&H's partner under the umbrella of Dereco, Inc., a Norfolk & Western-controlled holding company created as a condition of the Penn Central merger.

It was Dereco that brought Bruce Sterzing to the D&H. His first railroad jobs had been as clerk-messenger and then second-trick yard clerk for Missouri Pacific in Austin, Texas, on two summer vacations as a cadet at Texas A&M College. Among his duties was climbing refrigerator cars full of cantaloupes and watermelons from the Rio Grande valley to see if there was adequate ice in the bunkers. After a stint in the Marine Corps and obtaining a law degree from Harvard, Sterzing went to work in Norfolk & Western's legal department, with cost-cutting his primary job.

Then, at the request of Jack Fishwick, formerly his boss at N&W and at the time chairman of D&H and Dereco partner EL, Sterzing headed north in 1970 to the D&H. He was there for two



First-generation diesel road power of all-Alco D&H was 130 black RS2's and RS3's. Two survivors neared Delanson, N.Y., in April 1975.

Bob Wilt



High-horsepower units came to the D&H in 1964-65 with 18 C628's, two of which were southbound at Mohawk Yard, N.Y., in May 1975.

Karl Zimmermann



Symbolic of the Dereco alliance: Erie Lackawanna U25B 2509 has towed the November 28-29, 1972, inspection train consist "backwards" from Nineveh, N.Y., into D&H's Binghamton yard.

J. David Ingles

years as general counsel, during which time most Northeastern railroads fell into bankruptcy, creating turmoil for both the D&H and EL. Fishwick left to take over as president and CEO of N&W, leaving Gregory Maxwell in charge of EL and D&H. In June 1972 came Hurricane Agnes, which washed out critical parts of the EL and drove it into bankruptcy, leaving just the D&H in Dereco. Fishwick, along with Robert Claytor, at the time executive vice-president of N&W, asked Sterzing to take over the D&H.

A hands-on approach

This was not an entirely enviable task. The D&H had posted a small loss in 1971 but would fall more than a million dollars into the red the following year. Then as well as later, however, Sterzing was tough, decisive, vigorous, and aggressive,

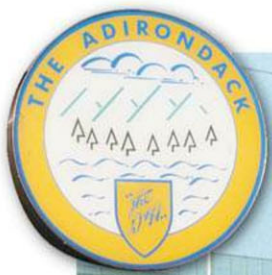
and he implemented changes he called the "Program for Survival." These included raising more than \$7 million for upgrading the D&H's physical plant by selling non-essential real estate, most notably the road's magnificently gothic headquarters building in Albany. Making a bona fide virtue of necessity, Sterzing unabashedly promoted the D&H's smallness and independence, which was in stark contrast to its primary competitor, the huge, impersonal Penn Central. Those qualities, the same ones that made D&H attractive to railroad enthusiasts, benefitted shippers, who could expect from the road a level of personal service that PC couldn't, and wouldn't, provide. Sterzing made sure the D&H delivered on that promise, and in 1974 the road showed a million-dollar profit.

Not only with shippers but also inside

the company, he pushed a personal, hands-on approach, getting out on the property and introducing himself to as many employees as possible—a tactic, however, that didn't suggest softness in negotiating with the brotherhoods and in holding employees accountable. He re-instituted a monthly newsletter and an annual systemwide inspection train trip, allowing or even forcing management to see first-hand the problems and promises of the moment. Sterzing knew the value of good relations with shippers, employees, and the public . . . which in a way brings us back to the PA's.

"Those diesel purchases from GE never actually came about," Sterzing told me in September 2011, when he and I were making a tour by automobile of some of the former D&H lines between Albany and Binghamton. "With Erie Lackawanna in bankruptcy and out of Dereco, it no longer had control of the D&H, so when I took over I reversed EL's policy on the PA's, which was to get rid of them.

"Steam Tours was in arrears on lease payments," Sterzing continued, "and it appeared they wouldn't be able to play catch-up, so we recalled those units. Also, since we weren't in the market for new power—we were cutting back on expenses wherever we could to keep the D&H out of the bankruptcy that had beset the neighboring railroads—we recalled the two PA's at GE, too. We used them for excursion trains and board of directors' inspections, and then the State of New York came to us in 1974 and wanted to re-establish passenger service on the D&H route." When Amtrak claimed to have no equipment for this service, D&H stepped into the breach.



Complete with an Amtrak-supplied ex-N&W dome coach behind PA No. 18, train 68, the New York City-bound *Adirondack*, has arrived at Rensselaer station in September 1976.

Robert P. Schmidt photo; inset, Karl Zimmermann

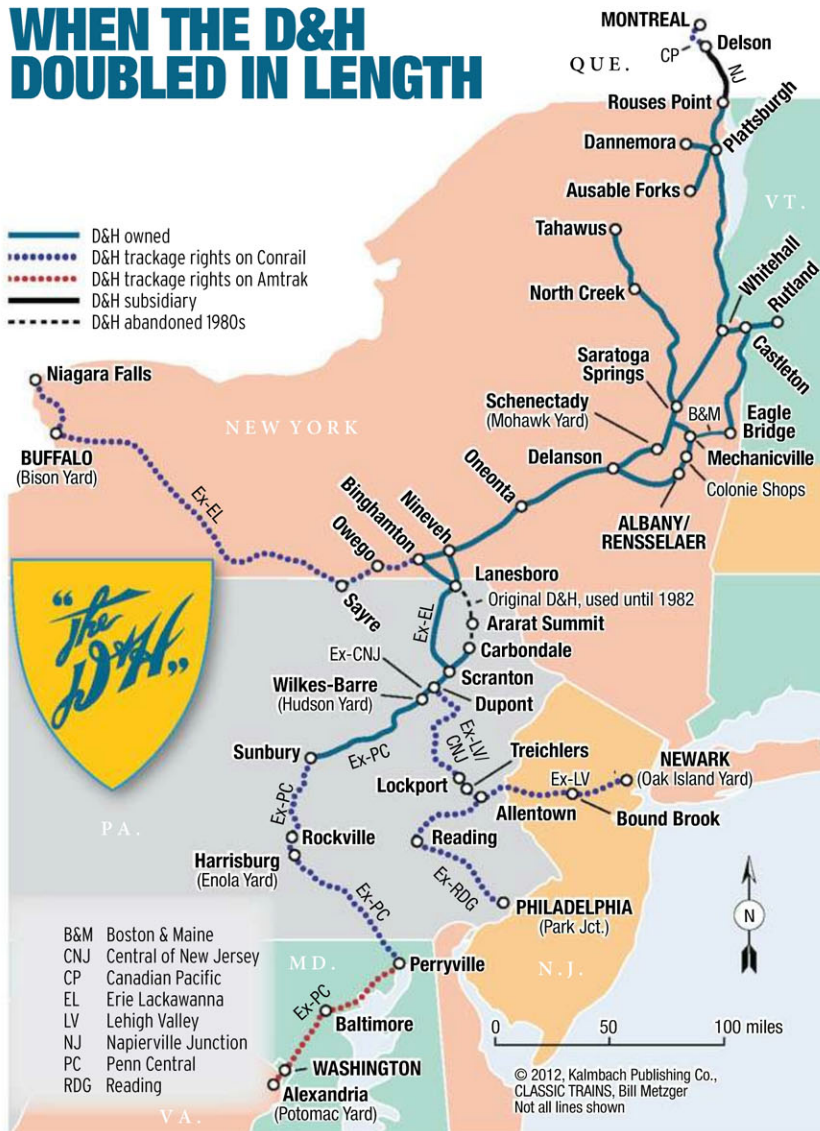
The Adirondack saga

"We said we'd make the equipment available," Sterzing continued, "assuming the state would fund improvements to the north end of the railroad to make it suitable for passenger service, plus pay for the refurbishment of the passenger cars and the rebuilding of the four PA's. We still had some 90-pound rail north of Plattsburgh, N.Y., that we wanted to replace with heavier, and welded, rail.

"Working with Norman Anderson, an ex-EMD guy at Morrison-Knudsen out in Boise, Chris McDermott, who ran our locomotive department at Colonie Shops, came up with the specs. They designed an almost new locomotive, except for the exterior appearance, which remained basically unchanged. The 2,000-h.p., 16-cylinder 244 prime movers were replaced with 2,400-h.p., 12-cylinder 251's, and other mechanical improvements were made." MK and D&H coined the model "PA4" for the rebuilds.

So, what did the locomotives mean to Sterzing? "Well, for D&H employees, they were a symbol of a regained independence when we brought them back. When EL sent their E8's over to run the last months of the passenger business on the D&H in 1971, and leased out the PA's or sent them to [GE], there was resentment on the D&H. When we did regain our quasi-independence after EL went

WHEN THE D&H DOUBLED IN LENGTH





While the PA's were being rebuilt, D&H leased two ex-B&M RS3's with steam generators. One, 1536, teams with RS11 5008 on a directors' special at North Creek, N.Y., on October 24, 1974.

Louis A. Marre

bankrupt, the return of the PA's was a demonstration, among other things of course, that we were no longer under the dominance of Erie Lackawanna.

"So, partly for that reason, they served a useful purpose, even in the absence of a regularly scheduled passenger business. They were a good public relations tool and made a lot of friends for the railroad. And I liked the locomotives. They were beautifully designed, one of the classics of the first generation. And they were wonderfully smooth riders on those long-wheelbase A1A Alco-design trucks. But as for as the *Adirondack*, remember, we didn't go to the state, it came to us."

The saga of the *Adirondack* is a beautiful story, but one with as many dark chapters as sunny ones. Only briefly in the years when the D&H provided the equipment did the train field the dream consist that Sterzing projected and those of us who rode the train hoped for. The vision: behind a PA, a baggage-mail car; diner-lounge *Saratoga Inn* or *Adirondack Lodge*, the dining end's six tables elegantly set with blue-and-yellow napery, a small lamp, and scalloped, blue-rimmed china bearing the D&H logo and New York state seal (but, tellingly, no Amtrak logo); then a trio of chair cars, perhaps 62-seat ex-Erie Lackawanna *Phoebe Snow* coaches *Ausable River* and *Schroon Lake*, and *Lake George*, an American Car & Foundry veteran built in 1939 for the D&H. All these cars sparkled in matching Champlain blue, gray, and yellow, fresh from refurbishing at Hoover Industries in Miami and hung inside with historic photos appropriate to each car name. That was the plan.

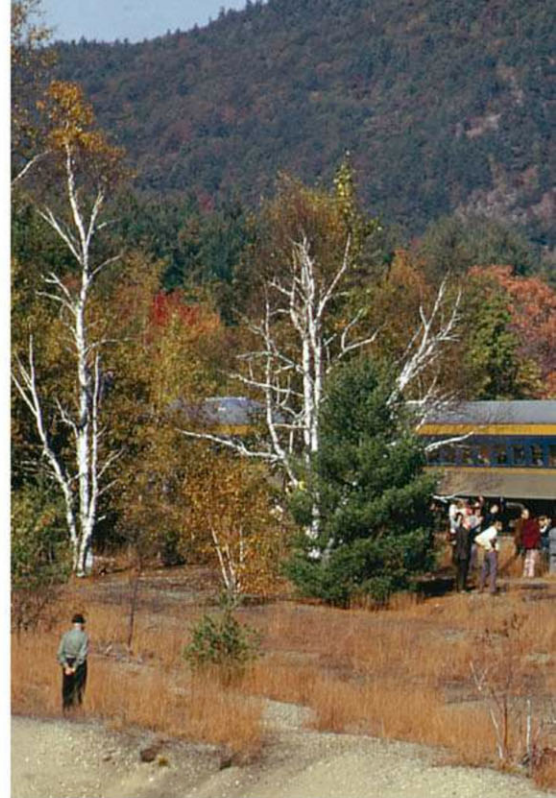
The day-to-day reality was often much grimmer. That the D&H was required to provide the equipment suited

Sterzing just fine, since he wanted the road's fingerprints all over every aspect of the *Adirondack*: D&H logos, letterboards, tailsign, pins, and patches.

Although not at Sterzing's behest, when the *Adirondack's* departure sign at Montreal's Windsor Station was scrolled into place, it read "The D&H," not Amtrak. New York state, specifically its Department of Transportation, was a happily acknowledged partner, since it was covering two-thirds of the operating losses, under the 403(b) provision of the Amtrak law. At DOT's request the train would be named *Adirondack*, for New York's mountains, rather than reviving the old name for Quebec's Laurentians.

PA's rebuilt, cars a mixed bag

In June 1974 the PA's went off to Morrison-Knudsen two by two, leaving a pair plus various Alco road-switchers (including leased Boston & Maine RS3's 1508 and 1536) to power the new service, which began on August 5. MK returned the PA's in timely fashion, but work at Hoover Industries down in Florida was another matter. D&H immediately shipped off a pair of baggage-mail cars (which, as it turned out, would be used only briefly) and the two diner-lounges. In *Laurentian* service they had retained their D&RGW names, *Mt. Timpanogos* and *James Peak*, but were given New York names (as were all the coaches) for the *Adirondack*. Since the five ex-Rio Grande chair cars had been sold to Venezuela in 1972, D&H pulled from storage four of its six 1939 ACF cars (designed by Raymond Loewy for the *Laurentian*) and sent them to Hoover. D&H's four former EL *Phoebe Snow* coaches were held back to serve in the interim. All were meant to go to Hoover when the ACF cars returned, but only two did.



This all left a rag-tag assemblage of cars to hold the fort along with the *Phoebe Snow* coaches: two ex-Erie heavy-weights and, worst of all, commuter coaches leased from New York's Metropolitan Transportation Authority. Other leased cars, however, were wonderful: Canadian Pacific Skyline domes, which on the D&H carried the names *Bluff Point* and *Willsboro Point* and provided meal service. Expensive to lease, they went back to CP as soon as the diner-lounges came back from Hoover. Unfortunately, it was a year after the inaugural that these refurbished cars began to appear, and by then the train's credibility with the general traveling public had been damaged, so ridership never built.

About six months after the CP cars were returned, Amtrak supplied from its own pool ex-N&W dome coaches (built for Wabash's *Blue Bird*) for the D&H's scenic Lake Champlain miles, to which the D&H promptly applied its own colors, a short-lived gambit that did nothing to smooth the touchy relationship between the railroad and Amtrak. The diner-lounges were a more significant issue, with D&H unwilling to continue to send them south of Albany to be turned, cleaned, maintained, and restocked in a slipshod way at Grand Central Terminal's coach yard, where cars sometimes were looted and vandalized.

On March 1, 1977, Amtrak eliminated the issue by putting Rohr-built Turboliner trainsets on the *Adirondack*, eliminating the occasionally exquisite



On one of many of their goodwill-generating outings, PA's 19, 18, and 17 perform a photo runby on the return leg of a Colonie Shops–North Creek, N.Y., excursion October 7, 1973.

J. David Ingles

PA-powered pocket streamliners. At the same time, Amtrak reduced fares and increased advertising, which had been virtually nonexistent, and ridership did grow. That ended the career of the PA's on the D&H, and Bruce Sterzing's career wouldn't last that much longer, either.

"Compared to what else was going on in northeastern railroading," Sterzing recalled, "the *Adirondack* dispute was a tempest in a teapot. I probably shouldn't have spent a lot of time on it."

Shark-infested waters

The D&H had maintained an all-Alco diesel fleet until shortly before the Schenectady builder quit the U.S. new-locomotive market in 1969, the last D&H new Alcos being Century 628's in 1965. By Sterzing's era, the 51 1,000 h.p. S2 and S4 switchers from 1944–1950 were all gone, as were all but two dozen of the 130 RS2's and RS3's of 1946–1953. The road had moved on to the next generation with RS11's and RS36's, and then in 1967 turned to GE for two dozen C-C "U-boats" and 16 smaller U23B's. During the Dereco/EL period, the D&H acquired three ex-demonstrator EMD SD45's, but within two years swapped them to EL for three U33C's. (They would come back to the D&H in 1976.)

In addition to the PA's, Sterzing



On their "perfect assignment," the long-distance-transfer Sayre Turn, Sharks 1216 and 1205 are east of Owego, N.Y., August 4, 1974, returning to Binghamton from interchange with LV.

Bob Wilt

brought to the D&H in August 1974 two other rare and exotic diesels, Baldwin RF16 "Sharknose" freight units that had belonged to NYC before a brief career on the Monongahela Railway. They were somewhat less successful than the heralded PA's, but were no doubt worth their price, which was next to nothing.

"We acquired the Sharks," Sterzing said, "when the traffic manager at David J. Joseph Co. in Cincinnati, a scrap and used rail equipment dealer, told us they were available, and we got them without paying any cash. Instead, we traded scrap freight cars, which we had retired, of equivalent weight to the Sharks."

"We were short of motive power but never had any intention of using them in mainline freight service, only for locals. They came in especially handy on the

Sayre Turn, between Binghamton and Sayre, pooled with the Lehigh Valley. Those two units were good pullers and could handle 50- to 100-car transfers, which is essentially what the Sayre Turn was, a long-distance transfer. We also used the Sharks as pushers out of Binghamton up Belden Hill on northbound grain or coal trains.

"They did work up on the Rutland–Washington Branch on the 'Slate Picker' and 'Hill Freight' for a while," Sterzing continued. (The Slate Picker was the local out of Whitehall, N.Y., over to Castleton, Vt., junction of the Washington and Rutland branches; from Castleton, it ran south on the Washington Branch. The train was named for the slate quarries it had long ago served. The Hill Freight ran to Rutland to interchange with the



In a view from atop Erie Lackawanna's Starrucca Viaduct, three of the D&H's dozen GE U30C's chug south at Lanesboro, Pa., amidst the vivid colors of autumn 1974.

Mike Schafer

D&H DIESELS DURING THE STERZING YEARS

Nos.	Qty.	Model	Built	Notes
1972 roster				
16-19	4	PA1	Alco 1947-48	Ex-Santa Fe 59L, 60L, 62L, 65L; acquired in 1967, rebuilt by MK to "PA4" in 1975
301-316	15	U23B	GE 1968	Renumbered 2301-2316; 2312 briefly No. 1776 for U.S. Bicentennial; 315 wrecked, scrapped
601-618	18	C628	Alco 1964-65	
701-712	12	U30C	GE 1967	
751-762	12	U33C	GE 1968, '70	751-753 ex-EL 3301-3303, swapped for SD45's 801-803 in 1969
4050-4051	2	RS2	MLW 1950	Lettered for subsidiary Napierville Junction
4071 ... 4128	24	RS3	Alco 1952-53	Remainder from original fleet of 102 (4026-4049, 4052-4129)
5000-5005	6	RS11	Alco 1960	Built as NYC 8009-8014, not delivered; to D&H in 1961; high-nose
5006-5011	6	RS11	Alco 1961	Low-nose
5012-5023	12	RS36	Alco 1963	
1972-1976 roster additions				
404-415	12	C420	Alco 1964	Ex-Lehigh Valley 404-415; to D&H in 1976
501-508	8	RS3M	MK 1975-76	Rebuilt from 1952-53 RS3's 4106, 4107, 4112, 4113, 4115, 4119, 4122, 4128; 506 briefly No. 1976 for U.S. Bicentennial
801-803	3	SD45	EMD 1966	Built as demonstrators 4354, 4353, 4352; to D&H 801-803; to EL 801-803 in 1969; to D&H 801-803 in 1976
1205, 1216	2	RF16	BLH 1951, '52	Ex-MGA 1205, 1216; nee NYC 3805, 3812
7314-7325	12	GP38-2	EMD 1972	Ex-LV 314-325; to D&H in 1976
7401-7420	20	GP39-2	EMD 1974	Ex-Reading 3401-3420; to D&H in 1976
7601-7620	20	GP39-2	EMD 1976	Ordered by and built for D&H
Key to initials: BLH: Baldwin-Lima-Hamilton; EL: Erie Lackawanna; EMD: Electro-Motive Division; GE: General Electric; MK: Morrison-Knudsen; MGA: Monongahela; MLW: Montreal Locomotive Works; NYC: New York Central.				
Notes: D&H also bought New Haven PA 0783 for parts in 1968, and scrapped the hulk in 1972. In 1974-75, D&H leased Boston & Maine RS3's 1508 and 1536. In 1977, D&H briefly also had some ex-Long Island C420's.				
Sources: (1972) <i>Extra 2200 South</i> , Nov.-Dec. 1972; (1972-1976) Bridge Line Historical Society website.—J.D.I.				

Vermont and Green Mountain railways.)

"The Sharks were not too suitable for switching," Sterzing explained. "The Sayre Turn was down-and-back, without any stopping at intermediate points. On the other hand, we had to do setouts and pickups when we used them for local freight service, which was not ideal. And then of course, because they were popular with the fans, they performed occasionally on excursions."

Sterzing recalled an anecdote involving Marv Davis, D&H's personable and skilled general road foreman of engines (one of the PA's was ultimately named for him). He was at the throttle of the Sharks, pushing up Belden Hill. "With the front half of the train over the apex of the hill, Marv let out on the throttle, and the Sharks started accelerating and shoving the rear end of the train into the front end. The engineer on the road

power radioed, saying 'Hey Marv, what are you doing to me back there?' That's when he eased off on the throttle. But he'd showed how much power those little Sharks had. They were only 1,600 h.p. apiece, but their tractive effort was out of proportion to their horsepower.

"We did have some mechanical problems with one of the units," Sterzing said, "a cracked engine block that periodically had to be welded up again. That's how the story got out that they were mechanically defective and constantly in the shop, which was not the case. Chris McDermott had developed modifications that he was going to install to improve them further when, unbeknownst to him, my successors sold them." The Sharks spent some time on the short-lived Michigan Northern, out of Cadillac, Mich., then wound up the property of John Larkin's Escanaba & Lake Superior on Michigan's Upper Peninsula, where they remain stored indoors, the last survivors of their breed.

Sesquicentennial steam

Although the PA's and Sharks were "historic," the Delaware & Hudson had a deep history, and the perfect chance to celebrate it—a sesquicentennial, in 1973, early in Sterzing's tenure. Needless to say, the company didn't flub the opportunity. It commissioned an era-spanning painting by Manville Wakefield that juxtaposed canal boats (D&H was originally

Dolled up and detailed to resemble a D&H locomotive, ex-Reading 4-8-4 No. 2102 rolls south with D&H's Sesquicentennial Special out of Whitehall, N.Y., on April 28, 1973.

Jim Shaughnessy photo; inset, J. D. Ingles



the Delaware & Hudson Canal Co.) with GE "U-boats," the newest D&H motive power. There was a V.I.P. luncheon on April 23, the sesquicentennial day, and an employees' ball in May.

A display train, powered by PA's 18 and 19, toured the system, visiting 16 communities. Guests were served in former Rio Grande buffet-lounge *Champlain* (which would later pinch-hit for the diner-lounges on the *Adirondack*). The train had two baggage cars full of D&H memorabilia and a flatcar carrying a replica of the *Stourbridge Lion*, built at the road's Colonie Shops in the Albany suburb of Watervliet in 1933 and displayed at the Century of Progress Exposition in Chicago and later at the New York World's Fair. (The original 7.5-ton *Lion* had become the first locomotive to run, if only briefly, on commercial rails in America, on August 8, 1829. The boiler and some other parts are at the B&O Railroad Museum in Baltimore, while D&H's replica is at the Wayne County Historical Museum in Honesdale, Pa.)

The biggest "sesqui" splash was made by a steam excursion from Albany to Montreal and return on April 28-29. Demand northbound mandated a double-header: ex-Reading T-1 4-8-4 No. 2102 (owned by Steam Tours, one-time PA lessee, but operated by Ross Rowland's High Iron Co.) and Steamtown's ex-Canadian Pacific G5 Pacific No. 127. The addition of "elephant ear" smoke deflectors helped the 4-6-2 suggest D&H P-1 No. 653, while the 4-8-4 got a more extensive and successful makeover as K-class No. 302, with smoke deflectors plus "V" numberboards, "bug-eye" marker lights, and a recessed headlight.

Fighting for freight traffic

Sterzing had a keen sense of the value of good public relations, but he never took his eye off the ball—making the D&H as efficient and competitive a freight-handler as possible.

"Sixty-five to 70 percent of our carloadings were overhead," Sterzing recalled, "which made them vulnerable to diversion by a competing railroad. Since you neither originate or terminate overhead traffic, the shipper, who has the absolute right to route the traffic the way he



D&H diesel polyglots: RS3M 504 leads an RS11, two more of the just-outshopped MK rebuilds, and two U30C's at Treichlers, Pa. (center), on February 21, 1976. At Allentown, Pa., on January 24, 1973 (above), the livery on U33C 753 (with C628's) shows its heritage as EL 3303.

Two photos, Bob Wilt

wants, can be strongly influenced by either the origin or destination carrier, which has the direct interface with shipper or receiver, to promote the routing most favorably to them, if there is a competing route. Which in most cases with the D&H, there was. We had 14 sales offices in off-line cities as far away as San

Francisco and only two on-line."

When Sterzing and I drove across lower New York state in fall 2011, seeing the fresh devastation of Hurricane Irene, which oddly echoed Agnes of 1972 (the event that thrust Sterzing into management of the D&H), he was interested in how some initiatives during his presi-



D&H's Sesquicentennial Display Train is about to go under Starrucca Viaduct at Lanesboro, Pa. (above), in May 1973 on its systemwide tour that stopped in 16 communities. Behind PA's 18 and 19 and lounge *Champlain* is the *Stourbridge Lion* replica on a flatcar (close-up at left).

Above, Karl Zimmermann; left, Jim Shaughnessy



dency have facilitated present-day rail-roading on the old D&H.

"Long before the ex-Lackawanna route between Scranton and Binghamton was acquired by Canadian Pacific," he explained, "we laid the groundwork by getting a little piece of the Jersey Central in Pennsylvania that remained after it withdrew and left the Lehigh Valley Railroad to take over its business there. But they had trackage rights on the D&H from Hudson, on the north side of Wilkes-Barre, to Minooka Junction, where they got back on their own track for a little piece to their freight house and the interchange with the EL at Taylor Yard.

"Jim Colpoys, our assistant vice presi-

dent, mechanical and safety—who managed a program that produced four consecutive Harriman Gold Medals for employee safety—knew that in future years it might offer a better route than our current one over Ararat Summit, with heavy grades in both directions. We went to CNJ's bankruptcy trustee, who was trying to liquidate the railroad anyway, and suggested we might want to swap our claim against CNJ for per diem—an unsecured claim and not likely to be paid anyway—for title to that little piece of track, which gave us the connection to EL that made possible the current route, acquired later from Conrail."

The USRA tussle

Sterzing's biggest battle, and one he ultimately lost, was with the United States Railway Association. Before that, no doubt his biggest challenge had been the expansion of the D&H through trackage rights to roughly twice its original size, all because of the Regional Rail Reorganization Act that would lead to Conrail. On "Conveyance Day," April 1, 1976, seven bankrupt Northeastern railroads were folded into Conrail, and suddenly, in an attempt by USRA to maintain a semblance of competition, the D&H became a 1,400-mile railroad. It

was given trackage rights on Conrail to the ex-LV Oak Island Yard in Newark, N.J.; the Reading-B&O meeting point of Park Junction in Philadelphia; the old EL Bison Yard in Buffalo; the ex-PRR Enola Yard near Harrisburg, Pa.; and the ex-LV/CNJ yard in Allentown, Pa.

"These trackage rights," Sterzing noted, "were over a giant competitor whose dispatchers could give their own trains preference." Over these new routes ran a dizzying number of newly inherited trains, manned by new D&H employees, and powered by newly acquired diesels, with EMD having its first substantial D&H presence. ("We did get the pick of the litter," Sterzing recalled.) This was a monumental task, but D&H's only hope.

All this was possible only with federal loans under the "Three R Act," and this dependence would eventually leverage Sterzing's forced resignation from the D&H, on August 1, 1977. The disputed profitability of the *Apollos*, Oak Island-Buffalo intermodal trains, put Sterzing at odds with USRA, N&W, and some of D&H's imported top management.

Cash-strapped by unusual per-diem indebtedness for cars stranded by fierce winter weather on Conrail, where D&H had trackage rights but no control, the road needed an accelerated drawdown

More on our website Read three Sterzing-era D&H news stories in *TRAINS*: two by J. David Ingles (May 1973 and July 1974), and one by Karl Zimmermann (December 1976) . . . all at www.ClassicTrainsMag.com

on the “Three R” loan, which USRA would approve only if Sterzing left.

“Throughout this period we were juggling two things at once,” Sterzing said, “trying to run the railroad while looking over our shoulders at the external threat posed by USRA, which cast a shadow over all of it. Along with the other independents, we had to lobby intensely in Washington.

“After Agnes, when the pressure had been on to let the D&H fall into Conrail,” Sterzing said, “we resisted. I am gratified that it has paid off today, to the great benefit of Norfolk Southern, successor to the Norfolk & Western, which wasn’t interested in continuing our relationship if it cost them any money. Yet they’ve taken advantage since the [1999] Conrail split and are actually operating some of their own trains up here. I felt some vindication that what we did was correct, even though I had to find another job.”

Whatever he may say, there is a big piece of Bruce Sterzing that is a rail romantic, a fan of PA’s and Sharks and a passenger train with all the amenities, and one who today follows current railroading assiduously and perceptively, from his home in retirement in Virginia Beach, Va. Yet he is tough as nails. He took on Amtrak when he thought it wasn’t taking proper care of his diner-lounge cars. He took on USRA when it wanted to swallow up his railroad.

After Sterzing was forced out of the D&H presidency, he went to work for the Rock Island (by then operating in bankruptcy) as general manager, taking charge of the transportation department and day-to-day track maintenance. After Rock Island’s chief operating officer resigned to go to Southern Pacific, Sterzing served as both COO and GM, continuing in those roles until a two-month strike in 1979 ended with an ICC Directed Service Order that put Kansas City Terminal in charge of RI. This allowed competing railroads that were partners with Rock Island in KCT to take over pieces of the Rock they coveted.

“The courts decided on liquidation for Rock Island,” Sterzing says, “which ended any need for a chief operating officer.” He then became traffic manager for a Chicago firm that handled secondhand railroad equipment and finished and semi-finished steel before being lured home to Texas by a short-lived oil boom. After that, in 1983 he went back to work for Robert B. Claytor at Norfolk Southern, in transportation planning, person-



“We got the pick of the litter,” Sterzing said of the Conrail-component diesels D&H inherited. In August 1976 (top), two ex-LV GP38-2’s and three GP39-2’s (one ex-Reading) are westbound at Rockville, Pa., while in early 1977, an ex-LV C420 leads D&H U23B’s at Lockport, Pa. (above).

Two photos, Bob Wilt

nel, and labor relations, and finally strategic planning, where he finished his railroad service in March 2000.

Reflections

At the end of our 2011 “inspection trip,” not in open-platform office car No. 200 this time but in my aging Subaru, Sterzing and I visited Canadian Pacific’s Mohawk Yard, the former D&H facility just out of Schenectady. Our local guide was Howard Hontz, D&H vice-president of operations in the Sterzing era. At the south end of the yard was a control tower, long boarded up and moldering into uselessness, an indication of how differently railroading is conducted today than it had been in the Sterzing era. There we found Binghamton-bound CP train 252 from St. Luc Yard in Montreal being reassembled behind five EMD’s.

Ermond Santana, 252’s conductor, had hired out in 1976 and thus had begun his career with the D&H when Sterzing was president. His pleasure at encountering his former boss was palpable as he chatted with Sterzing and Hontz before climbing back on the lead unit.

After Amtrak’s southbound *Adirondack* had cleared, 252’s five SD40-2’s rumbled impressively to life, putting their shoulders into a long consist, mixed freight at the front, intermodal at the back.

What better evidence could there be of Bruce Sterzing’s legacy as the tough-minded leader of the D&H in those difficult times? The old D&H still mattered in 2011, and there zipping by was the *Adirondack*, the train he created that had caused him no small amount of angst in its first years. Sterzing had to feel pleased—and vindicated. ■



Ermond Santana (right), CP 252’s conductor and a 1976 D&H hire, meets Bruce Sterzing, his former boss, at Mohawk Yard in fall 2011.

Karl Zimmermann

THE SHAUGHNESSY FILES

CARRYING COALS to Fairport





A former narrow-gauge line in Ohio was the improbable final home to B&O's massive EM-1 articulateds

By Jim Shaughnessy • Photos by the author

One of the principal jobs of railroads, since their inception, has been moving coal. In fact, some of the world's first railways—crude, animal-powered “waggonways”—were developed in the coal-mining areas of northeast England. Even before railways, canal boats moved great quantities of coal to the port city of Newcastle, where it was transloaded to seagoing ships for the journey to southern England or other markets. So great was the volume of this traffic flow that by the 17th century the expression “carrying coals to Newcastle” emerged as a term for a redundant or pointless activity. (This was an outsider's view, of course; those in the transport business knew they were providing a vital service.) The melding in the 1820s of the fixed-guideway principle and the steam engine was a boon to the transportation of coal, and resulted in railroads as we know them today.

As in England, coal has always been a major commodity on American railroads. One of the big names in moving coal was the Baltimore & Ohio, chartered in 1827 as the first common-carrier railroad in the United States. By 1900, B&O operated a vast number of branch lines in West Virginia, Pennsylvania, and Ohio stretching like a spider web across the Appalachian coal region. The loaded cars collected at various mines would be staged in classification yards, sorted by destination, and dispatched east or west over main lines. At one time, coal represented 44 percent of the total freight tonnage moved on B&O rails.

To keep up with the large tonnage of coal and other commodities, B&O was a heavy-duty, largely double-track property. One exception was the Lake Branch, built as a narrow-gauge line in the 1870s and known officially as the Lake Sub-Division of the Akron Division. This was

a single track running from De Forest Junction, near Warren, Ohio, 51 miles northwest through the hills and valleys of Swine Creek in northeastern Ohio's Amish country to Fairport Harbor on Lake Erie. There the coal was loaded into lake steamers for distribution throughout the Great Lakes region.

What made the Lake Branch unusual in the mid-1950s was the use there of some of the largest, newest, and most powerful steam locomotives: B&O's class EM-1 2-8-8-4 Yellowstone types. Baldwin Locomotive Works built 30 of these giants, B&O's last all-new steam engines, in 1944 when War Production Board restrictions precluded the road's purchase of more Electro-Motive FT freight diesels. Initially used on mountainous main lines in the East, “Big Emmas,” as B&O men called the EM-1's, became fixtures on the Lake Branch as diesels took over their original assignments.

Fleeting glimpse of steam

In early July 1955, while returning from a trip to California, I was sitting in a coach on an eastbound New York Central train. As we slammed across the B&O diamond at Painesville, Ohio, I caught a fleeting glimpse of two huge steam locomotives. When I got back home to Troy, N.Y., I wrote my friend Craig Woodworth, who lived near Buffalo and kept me posted on steam activities on the Nickel Plate Road and on the railroads in southern Ontario. He reported that the locomotives I saw were B&O EM-1's and that they were still active on the Lake Branch. I suggested I should come out soon so we could visit the line.

About six weeks later, I boarded NYC's *Lake Shore Limited* in Albany's Union Station one Friday evening; my round-trip fare to Buffalo was \$21.10. After a five-hour ride, Craig picked me up at the massive Buffalo Central Terminal

Continued on page 34

Two of B&O's biggest in steam—EM-1 2-8-8-4s 7611 and 7625—climb the grade through West Farmington, Ohio, with coal for the Lake Erie dock at Fairport Harbor in August 1955. The lead locomotive was added about a mile back at Failes Spur [see following pages].



2



B&O 7611: backing, waiting, and helping

1 Iron horse 7611 passes a flesh-and-blood cousin during its 31-mile reverse move from Painesville to Failes Spur. **2** At the spur, the helper crew awaits the arrival of 7625 with the coal train. **3** Helper-engine brakeman Bill Kiikka watches as the train eases to a stop. **4** Kiikka attends to the switch as 7611 moves out onto the main track. **5** Helper 7611 is now coupled to road engine 7625, everyone's aboard, and the two EM-1's are girding themselves for the climb ahead.

4



5





EM-1's 7611 and 7600 simmer in the August night at Painesville. Northern Pacific got the first 2-8-8-4s (12, in 1928 and '30, named for the Yellowstone River), followed by Southern Pacific (12), Missabe (18), and B&O's 30.

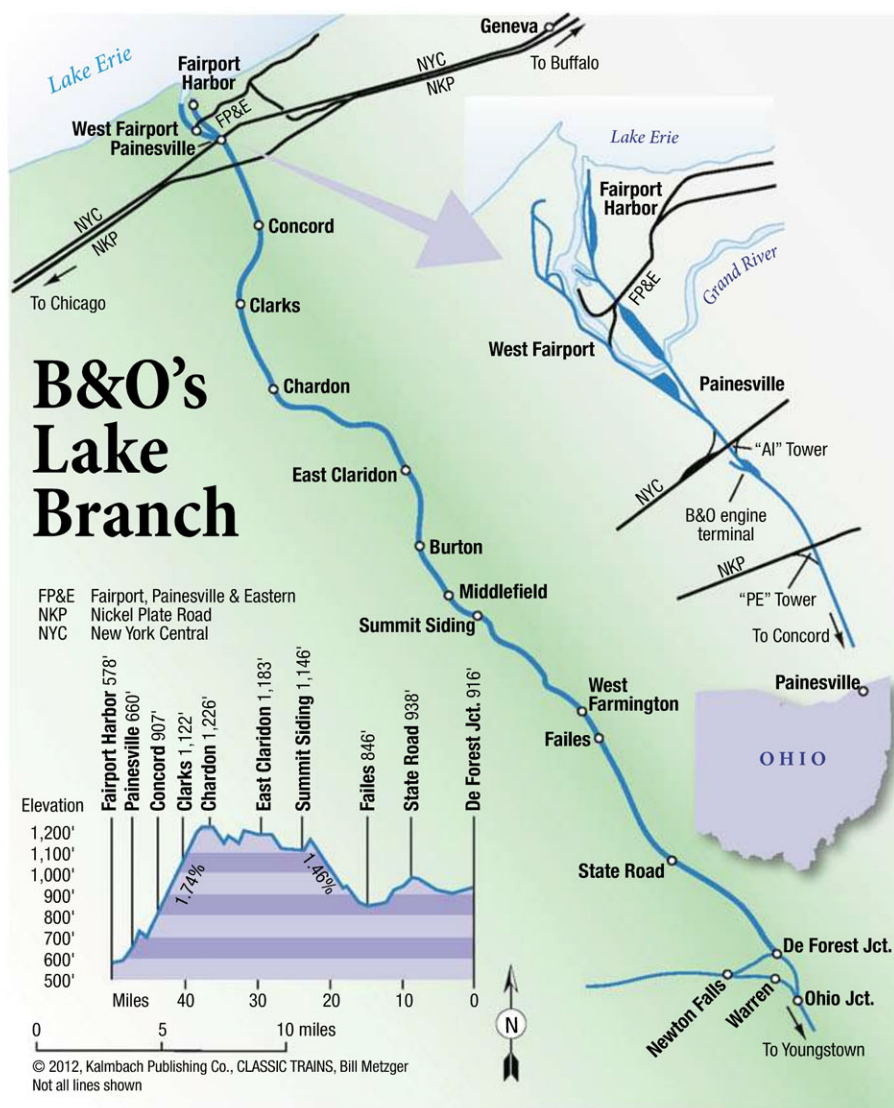
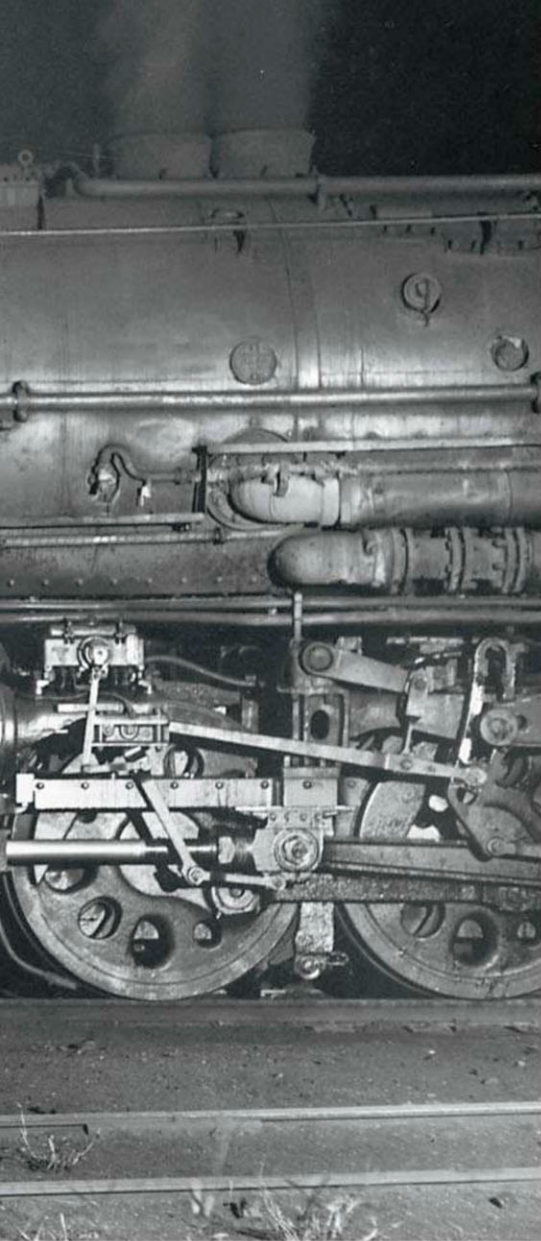


EM-1 7628 moves around the quaint engine terminal at Painesville. In the background, other 2-8-8-4s and a 2-8-0 stand outside the rickety enginehouse. Only a decade before, the 7600's were new, entrusted with front-line duties on Sand Patch and Seventeen Mile grades.

Continued from page 31

at 11:43 p.m. and I spent the night at his house. Early the next morning we were in his green-and-white 1954 Chevrolet Bel Air motoring west along the south shore of Lake Erie with the NKP and NYC main lines at our side.

B&O's engine terminal in Painesville, adjacent to the NKP and NYC, 3 miles from the Fairport Harbor dock, was a threadbare, weed-infested place with a seemingly random layout. Facilities included an old moveable belt conveyor to load coal, a rickety three-stall servicing shed, and a weathered water tank—certainly not a place you would expect to see a gathering of modern 2-8-8-4s. Yet there they were, in all their glory! These



big engines were turned on a wye near the yard, and there was no evidence of a turntable ever being present—the EM-1's would have been too long for it anyway.

Shortly after our arrival we learned that a crew was preparing EM-1 7611 to run light 31 miles to a lonely side track a mile east of West Farmington called Failes Spur. The entire distance would be covered tender-first, as there were no intermediate turning facilities on the branch. At Failes Spur they would wait for a westbound coal train out of New Castle Junction, Pa., which they would help move up the 1.1- to 1.5-percent hill through Middlefield to Chardon.

Failes Spur was a lonely place consisting of a switch stand, a weathered telephone box on a short post, and about 300 feet of side track mostly covered with grass and cinders. We chatted with the crew for a half hour or so until we heard

a whistle in the distance. Soon EM-1 7625, powering the coal train, eased to a stop next to the 7611. The helper's brakeman opened the turnout, his engine slowly pulled out on the main ahead of the train, and then backed against the road engine, creating an EM-1 double-header! (Sometimes the helper would go on the rear. If the road engine needed to take water at West Farmington, it would pull all the way past Failes Spur and the helper would couple to the caboose during the water stop.)

The helper engineer, Al Lapham, asked Craig if he would like to ride the locomotive back to Painesville with him. Without a moment's hesitation, Craig headed up the ladder into the spacious cab. I would drive the Chevy back to Painesville, not being disappointed at all, as I was more interested in taking photos from trackside.

The departure from Failes was something to behold as eight 24x32-inch cylinders and 32 driving wheels delivered 230,000 pounds of tractive force to the coupler of the first car of the 6,400-ton train. The ground shook, the sound of the exhaust was deafening, and the sight gave me goosebumps as the pair stormed across a road crossing and headed for the hill. I made it to several locations ahead of the train for photos of this spectacle despite the fact that it was moving right along at speeds up to 35 mph.

The usual procedure was to stop the train over the top of the hill near Chardon, cut off the helper, and set the retaining valves on about half the cars for the 11-mile, 1.74-percent downgrade run into Painesville. The helper engine would run ahead, alone, to the terminal.

Back in Painesville I picked up a cinder-covered, but delighted, Craig and we



The Lake Branch wasn't all EM-1's and coal. Q-4 Mikado 4608 on a way freight rolls into Middlefield. Here it will pick up B&O boxcar 275538, which had brought in a load of feed.

went into town for dinner. After dark, we returned to the terminal, where I took night photos using open-flash lighting. Those big articulateds looked even more impressive in the dark, like a pod of blue whales at rest. Roaming around in the terminal area, working with, or avoiding, existing lights and filling in shadow areas with flash, presented me with many interesting photo angles.

Engine terminal theater

The next morning we returned to the terminal for more photos of the activities associated with getting the great locomotives ready for their battle with gravity out on the branch. I loved photographing in an engine terminal, as every few minutes the scene would change as engines would be moved to different places—coal loading, water plug, lubrication stall, ash pit, etc.—like changing the scenery in theater production. We

followed 7628 headed east with a caboose on a power-balancing move for a while and then encountered a local freight doing work.

Later we returned to Painesville and continued north to Fairport Harbor. There we found a couple of Q-4 class 2-8-2s working the yard. The coal trains brought to Painesville by the EM-1s were staged in a yard on the north side of the NKP and NYC main lines, and then smaller engines, often L-class 0-8-0s, moved cuts of hoppers to the dock. Here the coal was loaded into lake boats by an ancient, steam-powered McMyler dumper. Also at Fairport Harbor was a Diamond Alkali chemical plant with its own switching railroad, the Fairport, Painesville & Eastern.

It was getting late on Sunday, and the return trip to Buffalo in Craig's Chevy would take several hours, which would mean a rather late departure from Buffa-

lo Central Terminal for me. So, I decided to board an eastbound NYC train in Geneva, Ohio, about 15 miles east of Painesville, and paid the \$5.20 fare to Buffalo, where my ticket to Albany would kick in.

The B&O received 77 new diesels in October 1956, and steam was gone from the Lake Branch within a year. After B&O ceased shipping coal through Fairport Harbor in 1965, the line's decline accelerated. The last train into Painesville ran on October 31, 1981, and the tracks were removed the following year.

So B&O's EM-1's are gone, as is the Lake Branch itself, now converted into a recreational trail. Craig was in Painesville a few years ago and reported the only evidence of the Lake Branch he could find was a section of taller line poles along the former NYC (now CSX Transportation) tracks where the NYC-B&O diamond was located. The black cinders along the sides of the pavement on the bike path, though, tell those who might wonder that mighty steam locomotives once trod this ground. **LT**



Illustrative of the rural nature of the former narrow-gauge line, an Amish man drives his buggy over a crossing in Middlefield as Mikado 4608 switches in the background.



At the Painesville engine terminal, an EM-1 dwarfs a man as he lubricates the giant's side rods. In a matter of months, diesels will render such time-honored skills obsolete.



An old wooden caboose is nearly lost behind the big welded tender of No. 7628, bound for Youngstown in a power-balancing move. Today, all the EM-1's have been scrapped, and the Lake Branch is a recreational trail.



TASTING GOOD FOUR DECADES LATER

A forgotten interlude at downstate Illinois' Winston junction

By J. David Ingles • Photos by the author

Remember the cigarette advertising slogan and jingle, "Winston tastes good like a cigarette should"? Well, that's what came to mind when I recently stumbled across the 40-year-old Kodachrome slides that produced the images on these four pages, still in their original yellow Kodak box!

The fact that they depict not just a single train, but five trains—and on three railroads, yet—is what sets them apart from just any old single 40-year-old forgotten photo. Well, that and the fact that I had just written an e-mail to a friend, saying—erroneously—that I had never driven in to the junction just south

of Litchfield, Ill., where Winston tower had guarded the crossings of Chicago, Burlington & Quincy's southern Illinois coal line with the parallel Wabash and Illinois Central Chicago–St. Louis main lines. I hadn't thought about the place in years. (For one thing, the crossing is not close to a public road, although a long, private driveway gets you to the tracks.)

My false claim stemmed from an e-mail conversation among three of us about both the nearby town of Benld, Ill., where the Chicago & North Western's "Southern Illinois" line toward St. Louis met a branch of the Litchfield & Madison, and the Monterrey Mine north of Benld, served by the C&NW and the

Illinois Terminal, and in more recent years, by the Burlington Northern and Norfolk Southern. (Benld, pronounced Buh-NELD, was named for the community's founder, Benjamin L. Dorsey. On the railroad, it became just another point for trains to roll through after January 2, 1958, when C&NW bought the 44-mile L&M to gain its own track into the greater St. Louis area, at Madison, Ill.)

Wrote I: "The BN-NS (Wabash) crossing south of Litchfield [where a new connection was built to allow NS coal trains off the old Wabash onto BN] was called Winston Tower; I have a shot of the tower from a *Wabash Cannon Ball* ca. 1960, but I never drove to the place when it



First up of the five trains in less than an hour was this Burlington Northern-Louisville & Nashville run-through train behind L&N GP30's 1022 and 1034 and a 4000-series GP38, with CB&Q waycar 13578 trailing. The train ran between Galesburg, Ill., and Evansville, Ind., changing railroads at Woodlawn, Ill. The waycar was from the sec-

ond batch (of 30) of this style "the Q" built at its Havelock, Nebr., shops in 1960, following 35 in 1954. These cars pioneered CB&Q's pooling of waycars system-wide, replacing the conductor-assigned practice. The new BN instituted a similar run-through (diesels and waycars) with Southern, to and from Louisville, Ky., via Centralia, Ill.

was there to get a close-up photo of the building." (The photo, at right, is similar to the one at Edwardsville, Ill., that led off my "Cannon Ball Runs" story in Winter 2009 CLASSIC TRAINS.)

Now, technically, I didn't err in that statement, because I do not have a close-up photo of the tower. But never driving in to the site? Turns out I did, on Friday, March 12, 1971. I'd clean forgotten about this pleasant late winter afternoon, when in the span of probably less than an hour,

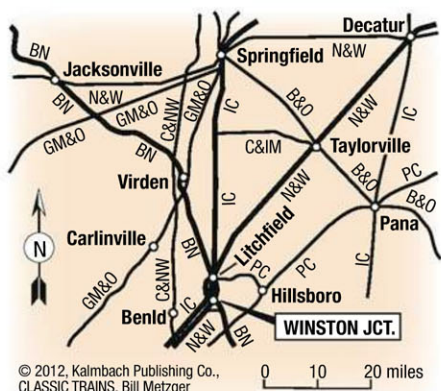
Winston junction (already controlled remotely, the tower having been razed) presented me with these five trains. The place was only an hour from my home at the time in Springfield, Ill., and the stop at Winston got lost in memory among all the other day-trip rambles I'd made in central Illinois in those late 1960s years before moving to Wisconsin to join TRAINS magazine in May 1971.

In the heyday of "the classic era," Winston hosted five railroads: Burlington Route, Illinois Central, and Wabash, plus interurban Illinois Terminal's Litchfield branch as well as the north (original) end of the L&M, which was chartered in 1900 to purchase an isolated line of Chicago & Illinois Midland ancestor Chicago, Peoria & St. Louis that linked L&M's namesake towns.

Today, BNSF Railway and Norfolk Southern still cross here at Winston, and the connection for the coal trains is a mile to the south, linking points designated, respectively, "NS Junction" and "BN Junction."



My closest shot of Winston Tower itself is this one, from the St. Louis-bound *Wabash Cannon Ball* in August 1959. The Decatur-St. Louis main line was then double-track.



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Soon after a southbound Illinois Central freight showed up and stopped to wait for a meet, this Norfolk & Western local freight came north with six cars between ex-Nickel Plate GP7 2446 and a former Wabash caboose with a "streamlined" cupola similar to that on CB&Q's waycars. The caboose, one of 114 built by Wabash's Decatur Shops (97) and International Car Co. (17) during 1945–55 for Wabash and subsidiary Ann Arbor, has just cleared the BN diamond. In the 1964 merger, N&W just added a "2" to Nickel Plate diesel numbers and a "3" to Wabash's.

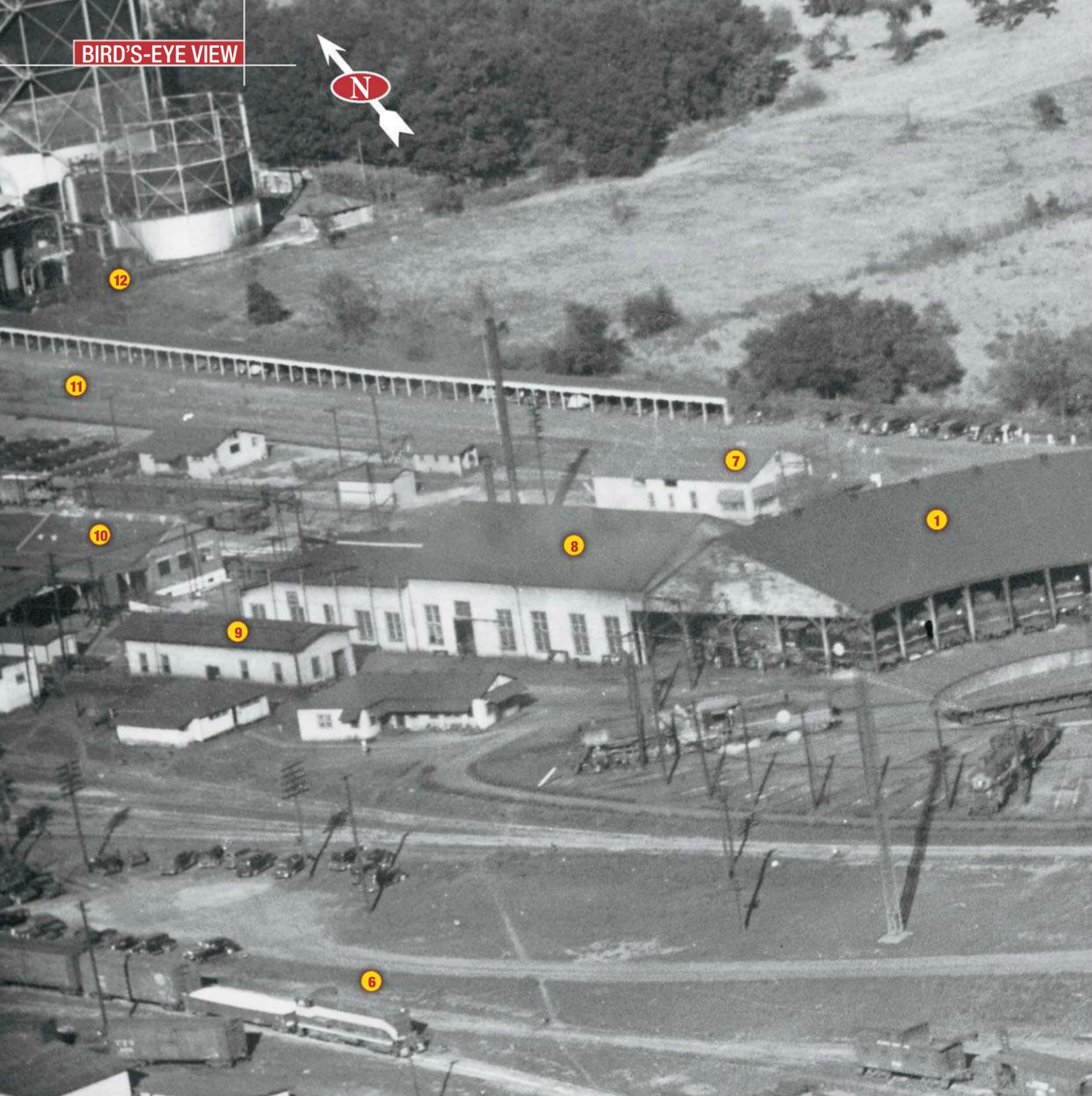




Finishing the show was N&W Detroit–St. Louis train 301, still named the *Wabash Cannon Ball*, due out of Litchfield at 2:45 p.m. and rolling through behind GP9 511, one of 21 delivered (in Tuscan red) to replace J-class 4-8-4's on the original N&W. Post-merger, about a dozen were gradually sent to Decatur to work the St. Louis-based former Wabash trains to Detroit, Chicago, and Kansas City. The third car appears to be the full diner built for the *Blue Bird*, although the *Official Guide* called for the *Cannon Ball* to have a "buffet coach."



Soon after the N&W local went by, the expected northbound IC train showed up behind GP38AC's 9501 and 9512, passing the halted southbound, powered by GP18 9411 and a "GP8" Paducah rebuild. The northbound's conductor is taking advantage of the "porch" on caboose 9677 to give the other train what we now call a "roll-by." These crews worked between East St. Louis and Clinton, Ill. The south end of this line, including through Winston, was torn up soon after the 1972 GM&O merger that created Illinois Central Gulf. Caboose 9677, retired after a career on the Paducah & Louisville, is a park display in Wheatcroft, Ky.



Coast Line roundhouse in Florida

Lakeland was one of several major Atlantic Coast Line yards in Florida. Located 31 miles east of Tampa on the main line to Jacksonville, Lakeland hosted the *West Coast Champion* and *Havana Special* plus local passenger runs. Two secondary lines joined there, north to Dunnellon and south to southwest Florida; both stayed busy moving phosphate from the Bone Valley region plus produce.

Lakeland had a sizeable shop and performed routine locomotive servicing during the steam era. A car shop and freight yard (both out of view to the left) were completed in 1906 inside the wye formed by the junction with the Dunnellon line. This photo from the 1940s shows nearly 20 steam loco-



Jim Gormley, Fred Clark Jr. collection

motives around the turntable and in the open-air roundhouse. Among the engines are two dual-service Pacifics; many of the others are probably 2-8-2s, which ACL favored for phosphate drags and similar freight duties.

Steam's demise reduced Lakeland's shop activities, but a new diesel shop operated in the 1950s and '60s. Lakeland also rebuilt gondolas and hoppers in the early '50s, including open and covered phosphate cars. The 1967 Seaboard Coast Line merger brought changes that eventually ended Lakeland's shop functions and moved freight switching to nearby Winston Yard. Today CSX still uses all of Lakeland's ex-ACL routes and Amtrak's *Silver Star* calls, but the shop and yard site is an empty field.—*Larry Goolsby*

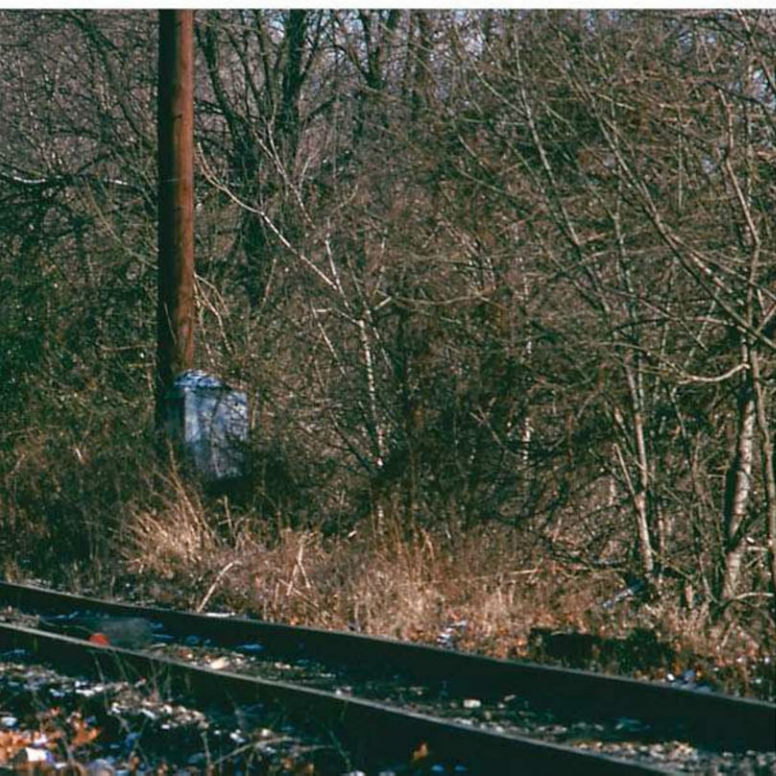
- 1 Original roundhouse
- 2 1920s addition
- 3 Sanding facility
- 4 Dual-service Pacifics (2)
- 5 North leg of wye, to Jacksonville via main line
- 6 Baldwin V01000 diesel
- 7 Office
- 8 Machine shop
- 9 Forge
- 10 Oil house
- 11 To Vitis and Dunnellon
- 12 Florida Power & Light gas storage tanks



Alco beauties: Two of the Schenectady (N.Y.) builder's celebrated PA passenger diesels depart Union Terminal in Dallas with a Missouri-Kansas-Texas train on July 17, 1954. It is likely the Kansas City–San Antonio *Bluebonnet*, due out of Dallas at 9:10 a.m. The Katy had 14 of the 247 PA cab units, but none of the 47 PB booster units, built during 1946–1953. Alco quit building locomotives in 1969, but its Canadian affiliate Montreal Locomotive Works carried on for another decade.

Frank and Todd Novak collection





GE's big break: General Electric jumped into the road diesel market in 1960 with the U25B, which sold to the tune of 478 units before the U28B supplanted it in 1966. A hallmark of the early U25's—a large, one-piece windshield—graces Louisville & Nashville 1605, grinding west on Penn Central (ex-PRR) track with sister 1624 in Cincinnati in January 1976. The “U-boats,” two of L&N's 27 of this model, are hauling a transfer from PC's Undercliff Yard to L&N's DeCoursey Yard across the Ohio River in Kentucky.

Denny Hamilton



Old Electro-Motive soldiers: Western Pacific FT's roll freight east along the Humboldt River about 16 miles west of Elko on the segment of paired WP-Southern Pacific track across Nevada. The date is October 9, 1964—nearly midnight for the FT, the diesel that sent steam into retreat beginning in 1939. Over a six-year period, Electro-Motive built 1,096 FT's, about evenly split between A and B units; most came in sets of four, with drawbars connecting the A's and B's, as on this WP quartet.

Gordon Glattenberg





One of Baldwin's best:

Southern Pacific AS616 No. 5239 ambles down Alameda Street in Los Angeles in March 1962. Like Alco, Baldwin tried transitioning from steam to diesel manufacturing, but was less successful, exiting the market in 1956. With 155 units built between 1950 and '54, the six-motor AS616 was Baldwin's top-selling road-switcher.

Krambles-Peterson Archive





Lima the latecomer: Lima-Hamilton, formed by the 1947 merger of a steam builder and a diesel engine maker, was the last firm to launch a line of full-sized locomotives during the steam-to-diesel transition period. Production began in 1949, but ended in 1951 after the company merged with Baldwin. L-H built just 174 diesels, all switchers, road-switchers, and transfer units. Rock Island had only two Limas, 800 h.p. switchers, the first of which is switching at Chicago in September 1961. NYC's Chicago River & Indiana had the other 21 Limas of this horsepower rating.

Bill Volkmer

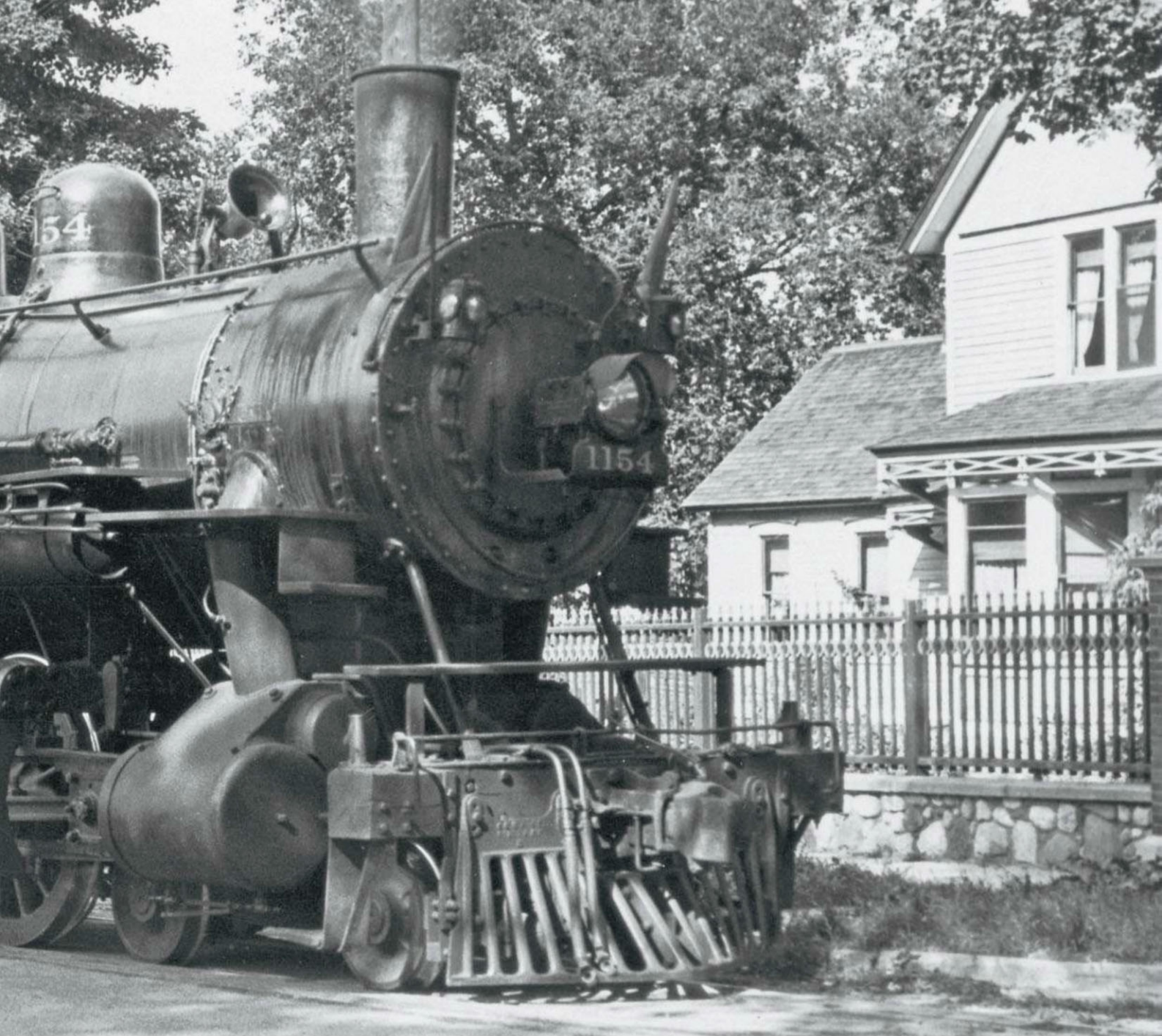
All opposed, say "FM"! Railroad equipment maker Fairbanks-Morse entered the locomotive business in 1944 with an opposed-piston diesel engine it had developed for submarines. By the time production ended in 1963, FM and its licensee Canadian Locomotive Co. had built 1,460 units. Thirty of these were H12-46's for Canadian National, whose No. 1624 is pictured at Marieval, Que., on CN subsidiary Montreal & Southern Counties in May 1955. This model, unique to CN, was basically an H12-44 switcher with a short hood housing a steam generator and A1A trucks for use on light rail.

Frank and Todd Novak collection





A day on **C&NW's Geneva switch run**



Twenty years before author Janz worked Chicago & North Western's St. Charles (Ill.) branch, Class R-1 Ten-Wheeler 1154, a regular on the line, worked in St. Charles on September 24, 1932. Typical of many branches everywhere, not much changed over the next two decades.

Filling in on a hot summer's day in 1952, at last with an R-1 class 4-6-0, on a local out of West Chicago, Ill.

By Robert A. Janz

Photos by A. W. Johnson from the Krambles-Peterson Archive

When I hired out on Chicago & North Western's Galena Division as a trainman in February 1952, steam locomotives were still in use but in steadily decreasing numbers. There was a heavy concentration in the Chicago area, at Proviso Yard and other outlying points, especially in suburban service. Class E Pacifics, D Atlantics, and E-4 Hudsons were in passenger service, while M-2 and M-3 six-wheel switchers, M-4 eight-wheel switchers, and a lone J-1 0-10-2 worked the yards. Class J Mikados and R-1 Ten-Wheelers

worked transfers and wayfreights. C&NW's H-1 4-8-4 Northerns, only a few years out of complete overhaul, had been bumped off most of the time freights by F units. Bright yellow-and-green road diesels seemed to be appearing everywhere!

During my first few months on the extra board, I'd worked on jobs with many of the remaining classes of steam locomotives, but never one with an R-1. I'd developed an interest in them years earlier when I first saw one, in suburban Des Plaines. Here, I thought, was a remarkable engine that appears to be a



Resting on the stub track north of the main line at Geneva on February 28, 1931, is R-1 345 (left) with the St. Charles branch shuttle, worked by the wayfreight crew. On weekdays, apparently the entire consist was used, but on Saturday only one car was hauled (page 56). The old Geneva depot (right), pictured on October 11, 1959, was razed two months later. It occupied the same site as today's UP (Metra) station.

Train photo, A. W. Johnson; above, Robert A. Janz collection

relic from the past. She had a lean, undernourished look. Her drivers were unevenly spaced, and there was a curious step in the bottom of the firebox over the rear driver. An R-1 had sloped cylinders, Stephenson inside-connected valve gear, and a pair of single-stage air compressors. A tall stack and a pair of rounded domes mounted on a tapered boiler perched high above the drivers completed the picture. An R-1's cab was small and cramped and appeared hardly adequate for normal-sized men.

I would learn that the R-1 was the North Western's workhorse, the "Geep" of its era, if you will, and C&NW stabled more than 300 of them. Subsidiary Omaha Road had 67 class I-1 counterparts. All were built during 1901-1910, most by Schenectady with some of the Omaha's by Baldwin.

Typically R-1's were used on freights that went out in the morning to switch customers and returned home in the af-

ternoon. C&NW defined these as "switch runs," but they were generally called "wayfreights" or "locals." The remaining Chicago-area R-1's frequently were used on work trains, or made trips to Chicago's Union Stock Yards with livestock. They also pinch-hit in suburban service. They were well-suited for these kinds of work and could haul fairly heavy trains at respectable speeds. Their ability to negotiate lightly built trackage and sharp curves, where larger power could not go, helped ensure their longevity beyond that of newer locomotives.

Although I hadn't caught an assignment that had an R-1, I finally got my chance that summer when a call came early one morning to fill in on the Geneva Switch Run, a branchline local out of West Chicago.

In those days, West Chicago, 30 miles from C&NW's Chicago Passenger Terminal, was a busy place. Right in town near the depot was a 12-stall roundhouse

on the south side of the main line. A suburban coach yard, a freight yard, and two interlocking towers were strung out on the north side. There were interchange tracks with Chicago, Burlington & Quincy near the roundhouse and with Elgin, Joliet & Eastern north of town adjacent to C&NW's original Galena & Chicago Union line to Elgin, Rockford, and Freeport, Ill. Passenger and freight trains continually passed through on the Chicago-Council Bluffs main line, as well as the suburban trains that operated between Chicago and Geneva.

I was looking forward to this assignment. Not only would a switch run be a new experience, but there was a good chance we'd have an R-1. A check of the Employee Time Table indicated that two branches began at Geneva. One went north to St. Charles, 2.6 miles, while the other ran south to Aurora, 9.4 miles. Both had offered passenger service but now were used only by the switch runs.

An historic junction

West Chicago, where author Bob Janz reported for work on that summer 1952 day, occupies a significant spot in Illinois railroad history. The Galena & Chicago Union, the Windy City's first railroad, reached the West Chicago site in 1849, and soon the Aurora Branch Railroad, a CB&Q ancestor, built south to the Fox River towns of Batavia and Aurora. This created the first two-railroad junction in the state, with the connection point gaining the name "Junction, Illinois."

When G&CU built northwest from Junction to Elgin in early 1850, residents of bypassed Fox River towns were upset, and the St. Charles Branch Railroad was formed in 1849, building east to a connection with G&CU just north of Junc-

tion. Another company then built a 2-mile line south from St. Charles to Geneva—the very line the author would work 102 years later—thus connecting Geneva with the G&CU via St. Charles. Soon the Chicago, Fulton & Iowa built west through Geneva, so by late 1850, Junction had three railroads.

Junction's next name, Turner Junction, dates from an 1857 merger of two adjacent town plats (G&CU's founder was John B. Turner). The community, with 850 people, incorporated as the Village of Turner in 1873. It became quite the commercial hotspot with the coming of the Elgin, Joliet & Eastern in the 1880s, so in hopes of attracting more industry, in 1896 changed its name to West Chicago.—*J. David Ingles*

To get to West Chicago, I rode out on a suburban train, which C&NW employees called “scoots.” They consisted of ancient gas-lit, 60-foot coaches, plus some slightly newer 85-foot cars, pulled by Atlantics and Pacifics. C&NW’s air-conditioned, bilevel gallery cars were in the future, but scoot crews would leave the old cars’ end doors open to provide a breeze.

Detraining at a stop made for employees at the West Chicago roundhouse, I found the office. More important, beyond the roundhouse were three R-1’s under steam! Two were pointed west, the third one east. (Regulars assigned in that era included 345, 423, and 1154.) Each carried a pair of white flags on the front of the smokebox to indicate they would be extras with no timetable authority.

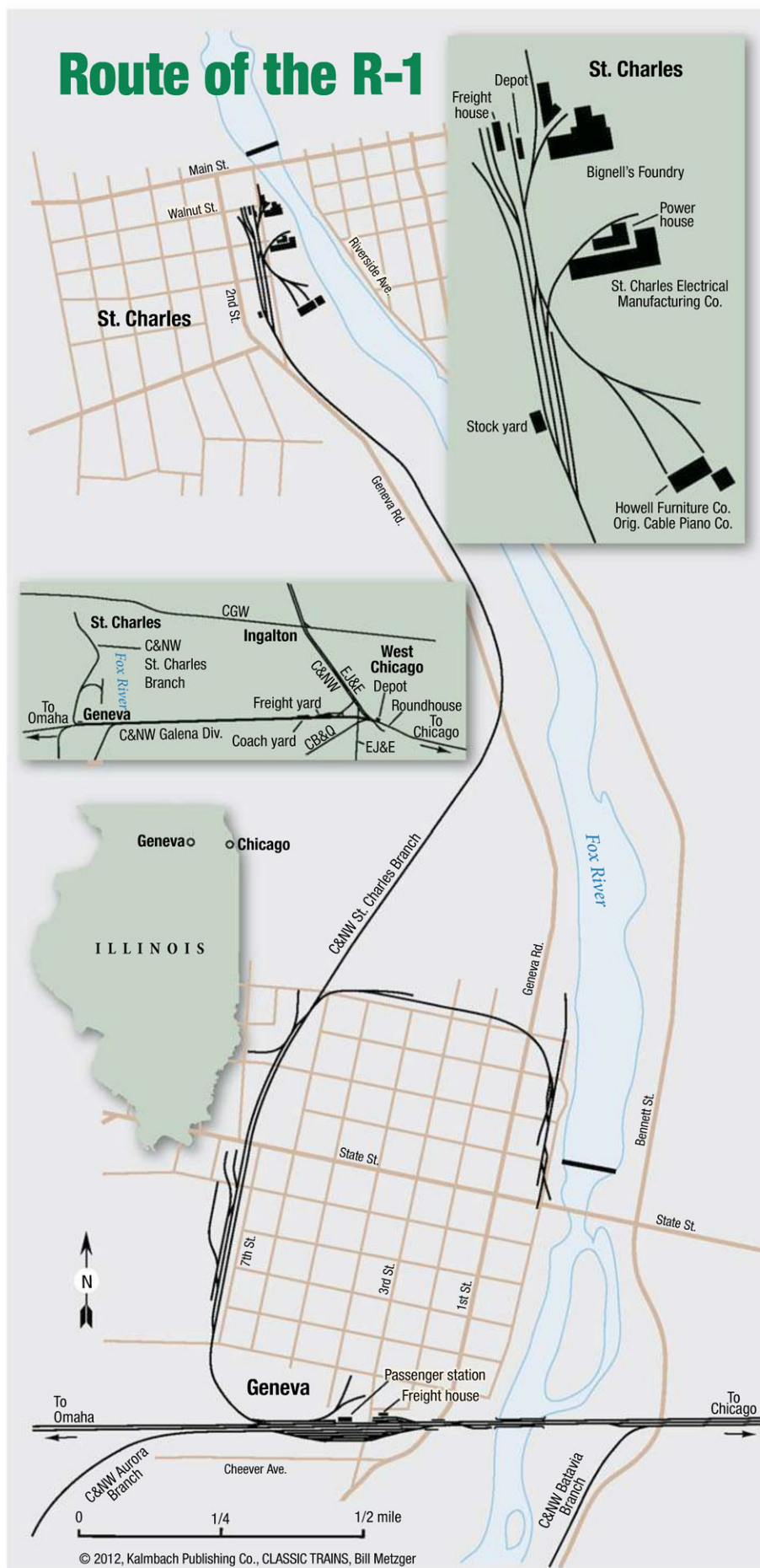
The pleasant smell of coal smoke and steam, mixed with hot oil, permeated the air. Coal scoops scraping on steel decks, the metallic clanking of firedoors, and the unmistakable muffled clatter of coal scattering against firebox side sheets indicated these engines were being readied for service. A check of their numbers on an assignment board in the office confirmed these were switch-run engines, with the one for the Geneva job at the west end. The R-1 pointed east was marked up for the Third Rail job, which did the local work on the main between West Chicago and Elmhurst. Its name evolved from that being three-track territory. The other R-1 pointed west was assigned to the Aurora job. At last I had caught up to the elusive R-1!

A veteran’s appearance

Boarding the Geneva engine, I was greeted by the fireman, his face glistening with perspiration. Like all steam engines, the cab was a mass of pipes, valves, levers, and gauges for air, water, and steam. Centered on the backhead about a foot and a half above the deck was the air-operated butterfly firedoor that occupied the fireman’s attention . . . and was the cause of his perspiration.

A long, cushioned seatbox on the left-hand side accommodated both the fireman and a brakeman. Firemen generally chose to sit in front, while brakemen sat behind with one leg tucked under.

The engineer was on the ground, busy with his long-spouted oilcan and looking over the machinery. The fireman was working with his fire, so I decided to look at the engines. I climbed down the gangway steps and walked through wisps of steam and the ever-present puddles of water toward the front of our engine.





On July 14, 1933, R-1 1154 heads west on Stevens Street in Geneva, having worked the “east side” industries along the Fox River. The crew will uncouple from these cars at the west end of this spur, proceed north to St. Charles, and pick them up on the return to Geneva. Industries served by rail in Geneva included lumber and coal yards, feed mills, ice plants, a foundry, an auto-supplies manufacturer, and other factories.

The sounds made by a steam locomotive at work are best described as awesome, although at rest, steam-driven appliances create unique sounds. Drops of water pop and sizzle as air compressors race, clicking and thumping, building up pressure in the main reservoirs and air lines. The compressors exhaust steam into the smokebox, making a panting sound, while the generator whines and buzzes as it provides power for various lights and train-control equipment.

This R-1's jacket was dented and had lost its luster. Her bell was grimy, her cab sagged, rusty patches showed on the smokebox, and there were accumulations of cinders everywhere. The other two engines were virtually identical in appearance. All three were fitted with footboards at each end for use by crews during switching. The wooden footboards were attached to the pilot castings with steel straps and bolted in place. Matching sets were attached to the beam across the rear of the tender.

Long grabirons extended across the pilot beams and the end of the tenders to provide hand-holds. The uncoupling levers extended from one side to the other, but on engines in switching service they were modified to act independently of each other. This was done to make it impossible to raise both ends while opening

a coupler knuckle, which could cause injury to a crew member on the other side.

By this time, there were standard headlights on the tenders instead of the usual small lights as mounted on road engines. These switch-run engines often ran in reverse and required the same illumination in each direction at night. Each was also equipped with Automatic Train Control apparatus, which allowed them to operate on the main line.

Being young, I was eager to get under way, and it seemed as though preparations by the engine crew would go on forever. To them it was routine, and they just continued in their prep work. Shortly, the conductor showed up and introduced himself as Miles. After getting acquainted, he explained the routine of the job, saying I would be the head-end brakeman. That meant I would be with the engine most of the day. The two other brakemen on our job were already at the yard. The reason for three brakemen, Miles explained, was to have a man to provide flag protection when the job worked industries out on the main line.

He went on to brief me on some of our moves and in general filled me in on the work. As he spoke, it became obvious that he was an “old head with lots of whiskers.” He reminded me that although we were a branchline local, there would

be times we'd be on the main line. There was also auto traffic to contend with, as we'd often be crossing streets in Geneva and St. Charles doing our work.

Getting ready to move

At last the engineer was ready. Wiping his hands on a piece of cotton waste, he announced we could go. I intended to ride in the cab as we headed out to the yard and was disappointed when the conductor insisted I ride the rear footboards with him. The engine, woofing softly, headed out toward the main line in a cloud of steam from the cylinder cocks. After a brief pause at an interlocking signal, the engine rattled, clattered, and lurched through several crossovers and across the EJ&E diamond before reaching the West Chicago freight yard. The two other engines followed along, each in its own cloud of steam. The Aurora engine followed us to the west end, but the Third Rail engine stopped at the east end to couple to its train.

As we rolled through the yard, the tender pitched and rocked from side to side on the uneven track. Sometimes it was more like being at sea than on a railroad. When we reached the west end, Miles pointed out our train, saying, “Send the engine in. Your partners are waiting there to tie her on. Line the



The 9.4-mile Aurora branch, south from Geneva, was much the same as the 2.6-mile St. Charles branch to the north. On October 30, 1943, a decade before author Janz worked to St. Charles, R-1 1154 (left) moseyed north along the Fox River from Batavia with about a dozen cars. The year before, in July 1942, the Aurora branch train is moving waycar-first through the weeds north of Batavia as the crew keeps watch.

Photo at left, A. W. Johnson; above photo, Henry J. McCord

switch back so the Aurora engine can come up and get on its train. I'm heading over to the office for my paperwork."

The other two brakemen introduced themselves as Wally and John. I found them to be pleasant and easy to work with, which was not always the case with train crews when an extra man showed up. When the train line was charged, the engineer indicated he had set the brakes by sounding the whistle once. John then walked the train, checking the brake applications on each car. Upon reaching the rear end, he signaled for a release and walked back, checking to see that all the brakes had released.

With the brake test completed, the train was ready for the road. Miles came over from the yard office with his waybills and paperwork. The engineer climbed down from the cab, and we all read the train orders and messages. With that taken care of, Miles said, "Let's go." Departure was simple. I lined the switches ahead of us, and we were on our way with about two dozen cars. Now that we were moving, I was finally in an R-1's cab! It was cramped, but I didn't mind a bit. At the west end of the yard, a signal at WX interlocking displayed an aspect indicating our train could proceed onto the main line's south track, C&NW's normal "left-hand running." The run west to Geneva, about 5 miles, at first was uphill, and the engineer had the old R-1 working hard.

Coming into Geneva, we crossed the Fox River on a long, high bridge. I disembarked to line our train into a clear track in the small yard south of the main. Our engineer rang the bell as we swung off the main to alert the crossing

watchman ahead at Third Street of our arrival. In response, he stood on the crossing with his stop sign to halt traffic.

On the north side of the main was a rambling stone and brick two-story depot. There were four ornate sections, each with arched windows with stone trim and high-peaked slate roofs. The center section, once embellished by dormers facing the main line, was flanked by two outer portions. At the east end was an octagonal turret resembling a medieval castle. At the west end was an ordinary rectangular one-story structure that appeared to be a freight room. A

Now that we were moving, I was finally in an R-1's cab! It was cramped, but I didn't mind a bit.

full-length platform canopy completed the structure. Across the tracks stood a standard C&NW lower-quadrant semaphore train-order signal mounted on a mast made of secondhand rail. As we pulled through the yard, the station agent came out to check our cars.

Shortly after we stopped in the yard, the Aurora job, which followed us out of West Chicago, pulled in alongside our train. We both commenced to shuffle our cars on the weedgrown tracks. Our train had been made up at West Chicago by the midnight switch crew in two blocks, one for Geneva and the other for St. Charles. The cars in the blocks, how-

ever, were in random order, so to simplify our work, we lined them up for placement at the various industries on our route. The Geneva yard also held cars to be switched into our consist.

On the St. Charles branch, there were industries in Geneva on the west side as well as on a spur to the east, which went down along the Fox River. In St. Charles, the industries were clustered together. Miles arranged our train into four blocks: first for the north end of Geneva's west side, second for its east side, third for St. Charles, and fourth for the south end of Geneva's west side.

After a while, the Aurora crew pulled out of the yard's west end, wheel flanges squealing on the curve leading south as the train disappeared off into the weeds.

Up the branch we go

The St. Charles branch began just west of the depot at a switch off the north main track. To reach it, we would have to cross the double-track main, a move that had to be coordinated with the dispatcher in Chicago. When sufficient time was available to avoid delaying mainline traffic, he would grant permission to leave the yard and cross over to the north track.

When he cleared us to leave, Miles indicated we could make the move by holding his arms across his chest in the shape of an "X," meaning to cross over. Remember, in those days there were no radios, so we conveyed information to each other by an array of hand signals. A circular motion while pointing at a switch meant to throw that switch. When it was desired to have the air hoses coupled, you'd hold your hands apart and roll them



The “terminal” in St. Charles was small-town simple, with a three-way stub switch leading to the depot, freight house, and other spots in this northward-looking view on July 23, 1935. On November 7, 1931, R-1 423 is arriving at the depot (above) with Saturday-only train 613.

together. Other hand signals were given to shove, pull, spot, or stay in the clear.

We all pitched in to handle the necessary switches and soon were across both mains and on the branch. As we started churning through the weeds, Miles motioned to me to catch the waycar on the rear by pointing at me and placing his hand on his backside. “No need to ride ahead, lad, its too hot up there for that.”

The term waycar instead of caboose was used since the 1880s by the North Western and several other roads. The design of C&NW’s cars hadn’t changed much through the years except for the placement of windows and minor details. Their bodies were wood with steel underframes, and the majority rode on wood-beam, passenger-style trucks. Waycars in road service were assigned to conductors on a permanent basis and were cared for like personal property.

After boarding, I sat at an open window watching the train as it rounded a curve. The engine was softly woofing along, trailing a wisp of steam, clanking and wheezing, her white flags snapping in the breeze. The engine, all the cars in our train, and the waycar were products of an earlier age. With a little imagination it was like being transported to times long past.

Our first stop was on the west side of Geneva north of State Street, where there were three long sidings along 7th Street. Several spurs to lineside industries were on both the north and south ends. First we ran the engine through one track to do the work at the south end, then ran back to work the north end.

Everywhere that old R-1 went, there were little steaming puddles of water from leaks in her plumbing. She also had a nasty habit of greasing the weeds as she

ran through them. It was in my best interest to avoid walking in those weeds.

As I worked with this crew, it became easy to see they’d been together for a long time. Wally was always just in the right place for each move. When I threw a switch, John would motion me to stay there rather than ride down to a coupling or a cut. When the engine was sent back to me, they would show me where to send it by pointing to the next track. All I had to do was watch for their signals and throw switches. Because of all the planning, each car was in just the right place so it could be spotted without more switching. When two or more cars were spotted on the same track, they

When I swung aboard, I found the crew huddled around a 10-gallon pot of lemonade!

were already in order. As we pulled cars from spurs, we’d line them up together on one of the long sidings for return to West Chicago. Watching how this crew worked was a great learning experience.

Feeling the heat

As we switched back and forth, the sun grew hotter. Each time the engine went by, I stepped back farther to avoid the firebox heat. The engine crew seemed to hang a little farther out of the cab in an effort to catch a little more breeze.

After finishing the west side work, we took the next block of cars and headed to the east side. For this move, I rode in the

cab while Wally and John rode on a gondola of coal. Miles, however, remained behind—he had something else to do.

The track to the east side went five blocks along the north edge of Stevens Street. En route, we ran past houses on the south side, and all along, children stopped playing to wave at us. After a few blocks, the track went to the middle of the street and finally crossed it. At the intersection of Stevens Street and 1st Street (Route 31), the track cut across the lawn of a house on the corner. We stopped short of this crossing, and I went out to flag traffic. Our engine then crossed Route 31 and eased down a sharp curve to the lower level along the river.

Switching here was much the same as on the west side. Some spurs ran north, while others ran south. The crew’s prior planning was again evident as we worked. After finishing, cars for West Chicago were gathered together. Now with the engine running tender-first, we backed up the hill and across Route 31, and at the west end of the spur we left the cars which would go back south with us standing alongside Stevens Street.

By this time, I was really feeling the heat. Back on the branch, when I coupled the engine to the rest of our train for the run north to St. Charles, Wally motioned for me to catch the waycar. I swung aboard as it passed and found Miles, Wally, and John huddled around a frosty 10-gallon pot of lemonade, with chunks of ice bobbing up and down! Handing me a large full cup, Miles smiled and said, “This is what I had to take care of. I’m sure you’ll like this better than riding that old teakettle on the smoky end.”

Sinking down onto a cushioned bunk, I thanked him and drank gratefully. The summer heat soon became more bear-



The Geneva Switch Run of September 24, 1932, leaves St. Charles to return to Geneva. Note the R-1 is facing forward, opposite to the day the author worked. During the Depression, if one crew worked both the Aurora and St. Charles branches, the engine could be turned at Aurora.

able. The waycar was cool and comfortable as we moseyed along. Both end doors and all the windows were open, allowing a pleasant breeze with occasional whiffs of coal smoke to waft through. The breeze was a welcome relief, but I'll never forget that lemonade!

We crossed Route 31 again and ran parallel to it. There were places here like a green tunnel with trees arching over the track, allowing just enough clearance to get by. As it was, branches constantly struck the side of the waycar. In a few minutes, we came to a stop shaded by trees alongside a passing track.

This was normally my cue to go up ahead, but Miles told me to relax. "The fireman will cut off the engine and get the switches. It'll come back through the passing track and we'll go to lunch." Soon the engine rumbled by, her loose rods clanking with each revolution of the drivers. The fireman switched her over to the track we were on and the engineer stopped her a car-length from the waycar. It was now the engine crew's turn to enjoy the lemonade. We took a long lunch, then a short nap to fortify us against the rest of the day.

Switching St. Charles, then home

When our break was over, the engine was coupled on and we shoved the train into the "terminal" at St. Charles. The track arrangement was simple, essential-

ly three long stub tracks with spurs branching off from the outer ones. We switched the local customers, spotted the inbound cars, and pulled the outbounds. When that work was finished, we set the waycar onto the center track and coupled the accumulated cars to it. There were no turning facilities here or at Geneva, so the engine would return all the way to West Chicago tender-first.

On our way back to Geneva, we stopped at Stevens Street to pick up the cars from the east side that we'd left behind, as well as those on the 7th Street siding. After coupling everything together, our train had about 18 cars.

When we arrived at Geneva, Miles went to the agent's office to call the dispatcher for permission to enter the main. Returning, he said, "The dispatcher says the railroad is ours, we can go." Then he said, "We'll pull into the east yard at West Chicago. When we get in the clear, cut off the engine. Don't wait for me, just head for the barn. The next eastbound scoot is due at 5:35, and the engineer will drop you off at the depot." I lined the mainline switch and boarded the engine as it passed.

Once we cleared the branch and the switch was relined, our engineer widened out on the throttle and let her ramble. The home signal at WX at the west end of the yard displayed red over red over yellow, indicating we could proceed

but at restricted speed. To our left was the west yard, with the east yard ahead. The local switch engine was standing in the clear, and one of the switchmen gave us a signal to keep coming. Our track was lined, and we pulled right in.

Following Miles' instructions, I cut off the engine and returned to the cab. We stormed out of the yard's east end, creating a cloud of black smoke to alert the leverman at JB Tower that we were coming. He slid the derail off the rail ahead of us, and the dwarf signal changed from red to yellow.

Approaching the West Chicago depot, the engineer told me he wanted to catch the next scoot, too. He slowed at the platform to let me off, and as soon as I hit the ground, he was on his way. In about 15 minutes, he bounded across the mainline tracks from the roundhouse just before the scoot showed up and commented, "I didn't have time to wash up, and the wife won't let me in the house until I wash up in the basement."

On the train ride home, I reflected on the day's work. It was my first experience with an R-1, but my ambition to work with steam locomotives was far from satisfied. It was a pleasure working with such a capable crew, even though it was on one of the hottest days of the year. I enjoyed being in unfamiliar territory and the casual, leisurely pace of a branchline operation. **L**

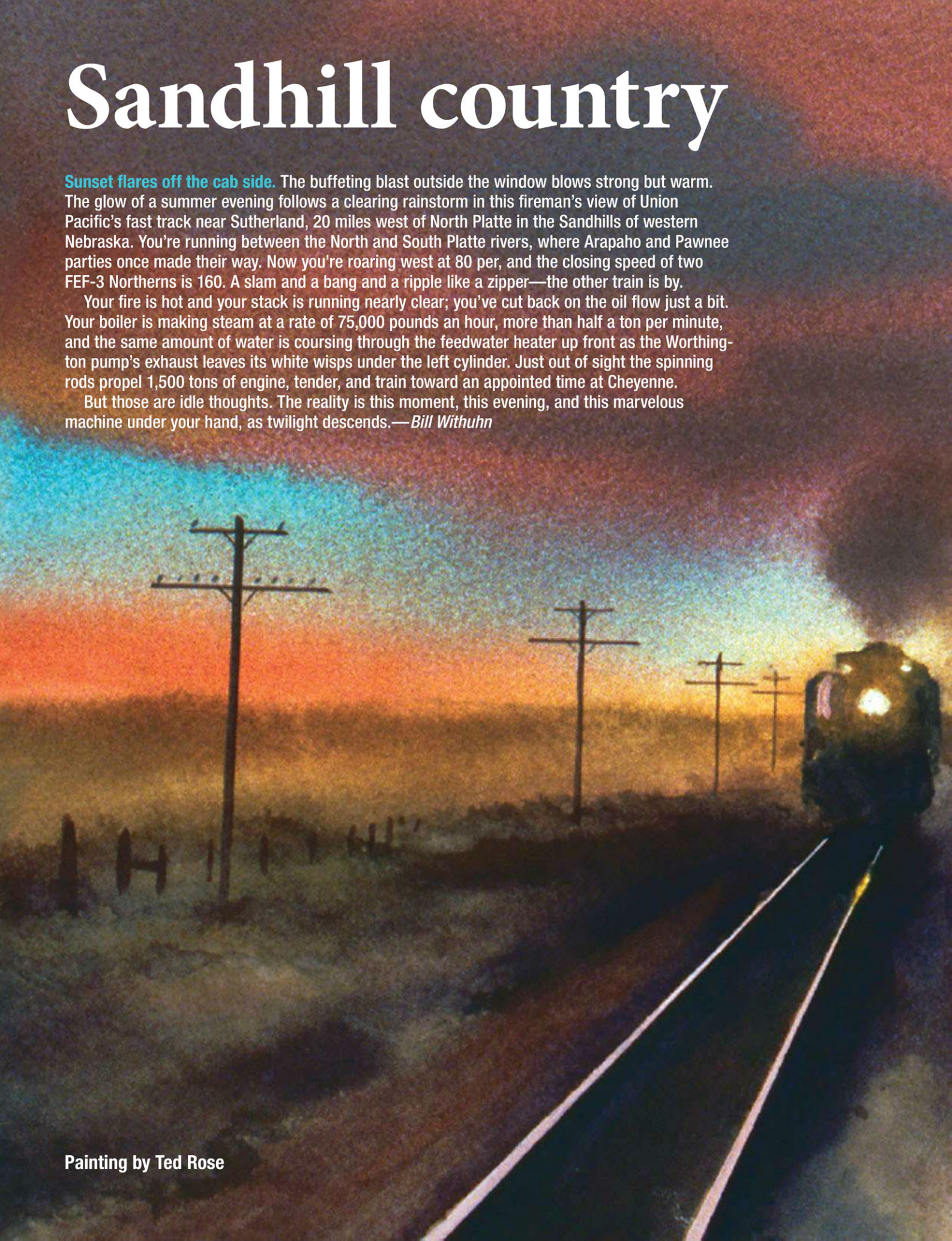
Sandhill country

Sunset flares off the cab side. The buffeting blast outside the window blows strong but warm. The glow of a summer evening follows a clearing rainstorm in this fireman's view of Union Pacific's fast track near Sutherland, 20 miles west of North Platte in the Sandhills of western Nebraska. You're running between the North and South Platte rivers, where Arapaho and Pawnee parties once made their way. Now you're roaring west at 80 per, and the closing speed of two FEF-3 Northerns is 160. A slam and a bang and a ripple like a zipper—the other train is by.

Your fire is hot and your stack is running nearly clear; you've cut back on the oil flow just a bit. Your boiler is making steam at a rate of 75,000 pounds an hour, more than half a ton per minute, and the same amount of water is coursing through the feedwater heater up front as the Worthington pump's exhaust leaves its white wisps under the left cylinder. Just out of sight the spinning rods propel 1,500 tons of engine, tender, and train toward an appointed time at Cheyenne.

But those are idle thoughts. The reality is this moment, this evening, and this marvelous machine under your hand, as twilight descends.—*Bill Withuhn*

Painting by Ted Rose





IC's Cairo

A troublesome but valuable asset

A pioneering system link has required improvements over the years

By Clifford J. Downey • Photos from the author's collection



Bridge

Every railroad, regardless of size, power, or wealth, has at least one trouble spot that causes sleepless nights for maintenance-of-way foremen and other officials. Southern Pacific had Donner Pass, Southern Railway had Saluda Hill, and Illinois Central had its Ohio River bridge at Cairo, Ill. Donner now is UP's problem, Saluda has been mothballed by NS, and CN has the Cairo (pronounced KAY-ro) bridge.

Despite the bridge's frequent appear-

ance in IC advertising campaigns, it was a major choke point that hindered train movements on the system's busiest segment. IC began experiencing problems with it almost immediately after it was completed in 1889. Major modifications were made in 1903, 1914-15, and 1934-35, but still the bridge was saddled with numerous restrictions that affected train operations. IC finally "attacked" in the early 1950s with a multi-year, \$6.5 million reconstruction of the structure.

By 1880 the Illinois Central had extended south all the way to New Orleans. The market in the South was lucrative, but there were problems. Tracks north of the Ohio River were standard gauge, but IC trackage south of it was of the 5-foot gauge commonly found in the South. IC resolved this issue on July 29, 1881, when an army of 5,000 workers converted all 548 miles of IC broad-gauge track to standard.

Another problem was the need to



This Illinois Central aerial photo (above) of its recently rebuilt Cairo bridge looks generally northeast toward Kentucky on May 1, 1952. The two 200-foot deck trusses closest to the Bluegrass State's riverbank still need to be painted silver, but otherwise the massive two-year project is complete. Visible at the lower left in Cairo is the Big Four (New York Central System) wye. The spindly construction of the original bridge, even after modifications in 1903 and 1914-15, is evident in the ICRR photo at left, taken circa 1930 from a northbound train.



How's this scene of men and machines on the high steel for a scary Halloween treat? On October 31, 1934, Illinois Central 2-8-2 1795 carefully pushes steam derrick X15, carrying a deck girder section, toward placement on the new Kentucky-side approach trestle.

ferry trains across the Ohio between Cairo, Ill., and East Cairo, Ky. IC's primary ferry was the 1873 *H. S. McComb*, which could carry 6 passenger cars or 12 freight cars. The *McComb* was supplemented by the slightly smaller *W. H. Osborn*. By the early 1880s these ferries were stretched to their limits. According to a company report, throughout 1880 and into mid-1881 the ferries hauled about 140 freight cars each day, plus cars from two passenger trains in each direction.

Management was acutely aware of the need for a bridge, and in 1881 engineers began taking borings of the riverbed at Cairo to find the best site. This was complicated by the fact that the Kentucky-Illinois border runs along the north bank of the river, rather than down the middle, as with many river borders. Most of the bridge thus would be in Kentucky, and politicians there put intense pressure on IC to build the bridge upstream at Paducah. However, after a heated battle, in 1886 the Kentucky legislature gave approval, allowing IC to build a bridge either at Cairo, within the city limits of Paducah, or 3 miles on either side of Paducah. Naturally, IC selected Cairo. To help prevent future legal hassles, most construction contracts were signed in the name of the Chicago, St. Louis & New Orleans Railroad, an IC subsidiary that was the legal owner of most IC trackage south of the Ohio River.

(A 6,424-foot-long, \$4 million railroad bridge indeed would be built just west of Paducah, but by the Burlington Route, beginning in 1914. Completed in 1918, this bridge was owned jointly by CB&Q's Paducah & Illinois Railroad and the Nashville, Chattanooga & St. Louis. The IC became a one-third owner of P&I in 1922, and successor Canadian Nation-



The great Ohio River flood of early 1937, caused by big rainfalls and which inundated the city of Paducah, Ky., also closed the Cairo bridge from January 23 to February 15 because of high water over the rails in both Illinois and Kentucky. Two days after it re-opened, on the 17th, a northbound passenger train curves around the approach trestle on the Kentucky side.

Three photos, ICRR

al today is the major user of the structure, whose 708-foot center span remains the world's longest pin-connected simple through-truss span. CB&Q successor BNSF Railway is a one-third owner of the P&I along with CN and Paducah & Louisville. NC&StL successor Louisville & Nashville left Paducah in 1982, and CSX later sold its third of P&I to P&L.)

Traffic growth spurred

Construction at Cairo began in mid-1887 under the supervision of famed bridge builder George S. Morison. From the air, the bridge resembled a giant "S" and could be divided into five major segments. Headed north from Kentucky, a train first traversed a 4,594-foot wooden trestle and then a curving 3,256-foot steel viaduct. Next was the main bridge superstructure, with a 249-foot deck span, seven 400-foot through trusses, two 518-foot spans over the main river channel, and finally two 249-foot deck spans. On the north side of the bridge was a curving 2,656-foot steel trestle and finally a 5,307-foot wooden trestle. Total length, including the timber approach trestles: 3.875 miles.

Most of the superstructure was built of steel. This was noteworthy, because previously, most bridges had been of wrought iron. The bridge would carry a single track, for management did not believe traffic would ever justify a second one. In just a few years, though, this decision would come to haunt the IC.

Construction progressed rapidly, and the bridge formally opened on October

29, 1889. The final cost was \$2,675,457.92, approximately \$240,000 over budget. Few IC officials grumbled about the cost overrun, for almost immediately the railroad experienced a tremendous traffic boom. In 1890, IC hauled 6.3 million tons of freight, but by 1900 that figure had skyrocketed to 18.1 million tons and by 1910 was up to 32.9 million. Most of the traffic surge can be attributed to IC's adding new routes to Louisville, St. Louis, Indianapolis, and Omaha, but thanks to the Cairo bridge, IC had the fastest route from the Midwest to the South, and this was helping it win new business. By 1896, the road was drafting plans to double-track the main line all the way from Chicago to New Orleans.

All this new business spelled headaches for train dispatchers and crews as they tried to sandwich all the trains across the single-track bridge. The congestion grew worse after the Mobile & Ohio was granted trackage rights across the bridge on January 2, 1899. In an effort to ease congestion, the wooden and steel approach trestles on the Illinois side of the river were filled in 1903. The double-track main line was extended right up to the bridge and a train-order office called "Illinois" was established at the end of the two main tracks. Operators at Illinois cabin stayed busy, for during the early 1900s it was not uncommon for 100 trains to cross the bridge daily.

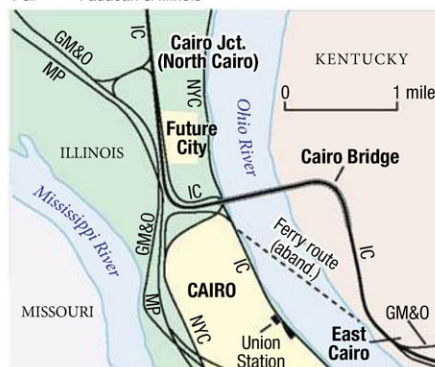
Freight traffic continued to grow, and in 1911 IC began buying new 2-8-2 locomotives. The Mikados weighed 450,000 pounds fully loaded, far above the Cairo

Choke point Cairo: Illinois Central in 1950



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Not all lines shown

CB&Q Chicago, Burlington & Quincy
GM&O Gulf, Mobile & Ohio
MP Missouri Pacific
NC Nashville, Chattanooga & St. Louis
NYC New York Central
P&I Paducah & Illinois





Bridge workers, IC brass, and even a dog were on hand as the first new span was moved into position on October 16, 1950. In this sequence, movement began at 9:30 a.m. (top), and by 10:08 the old span had been moved onto a temporary platform. The aerial view was taken in late morning. By 4:55 p.m. (above), the new span is almost in place, which occurred at 5:30. The bridge reopened to traffic soon after midnight.

Three photos, ICRR

bridge's safe limit, and initially were banned from it. Beginning in October 1914, bridge gangs began adding additional bracing. Once that \$100,000 project was complete in early 1915, the 2-8-2s were finally allowed across the bridge.

Double track? No

Even grander plans were on the drawing board. In June 1914, IC petitioned the War Department (which at the time had jurisdiction over bridges crossing navigable rivers) for permission to rebuild the Cairo bridge as a double-track structure. Barge operators wanted the 518-foot spans over the main river channel lengthened to 700 feet. IC was unwilling to meet this demand, though, and its petition was denied. The road filed another petition in May 1921, and

this was approved the following November despite more protests from barge operators. Along with widening the bridge, the IC also planned to add a third main track from Carbondale, Ill., through Cairo and onward to Fulton, Ky.

Within a few months, though, IC abruptly shelved these plans and shifted its attention to building a bypass around Cairo, using the new Paducah & Illinois bridge across the Ohio from Metropolis, Ill. Dubbed the Edgewood Cutoff for the hamlet south of Effingham where it diverged from the IC main line, the new 169-mile, single-track route, which included three tunnels in the remote southern Illinois forests, rejoined the Cairo main at Fulton, Ky. The P&I bridge was built to accommodate two tracks, but only one was ever installed, and it

could easily handle any IC locomotive. The Cairo bridge could accommodate an IC 2400-class 4-8-2, the road's heaviest passenger power, but a 2-8-2 was the heaviest freight hog allowed on it.

The Edgewood Cutoff would supplement the old line through Cairo, not replace it. Passenger trains and some freights would continue to run through Cairo, but heavy coal trains from western Kentucky would use the cutoff. For IC's St. Louis traffic to or from the South, the Cairo route was shorter. The cutoff would shave 22 miles off the Chicago-Cairo-New Orleans route, have a maximum 0.3 percent grade, versus 1.2 percent on the old line, and have a lot fewer curves (one 63-mile stretch would be perfectly straight). Construction of the new line was estimated to cost \$17 mil-

lion, versus \$24 million for reconstruction of the Cairo line.

IC announced its plans for the Edgewood Cutoff on Christmas Day 1922. Communities along the Cairo line filed several legal challenges, but their efforts were in vain. The Kentucky segment of the cutoff opened in 1927 and the Illinois segment the following year. Within a few years the Edgewood Cutoff was handling more tonnage than the Cairo line thanks to its gentle curves and grades, plus strategically located passing sidings. IC never scheduled a regular passenger train via the cutoff.

Problems remain

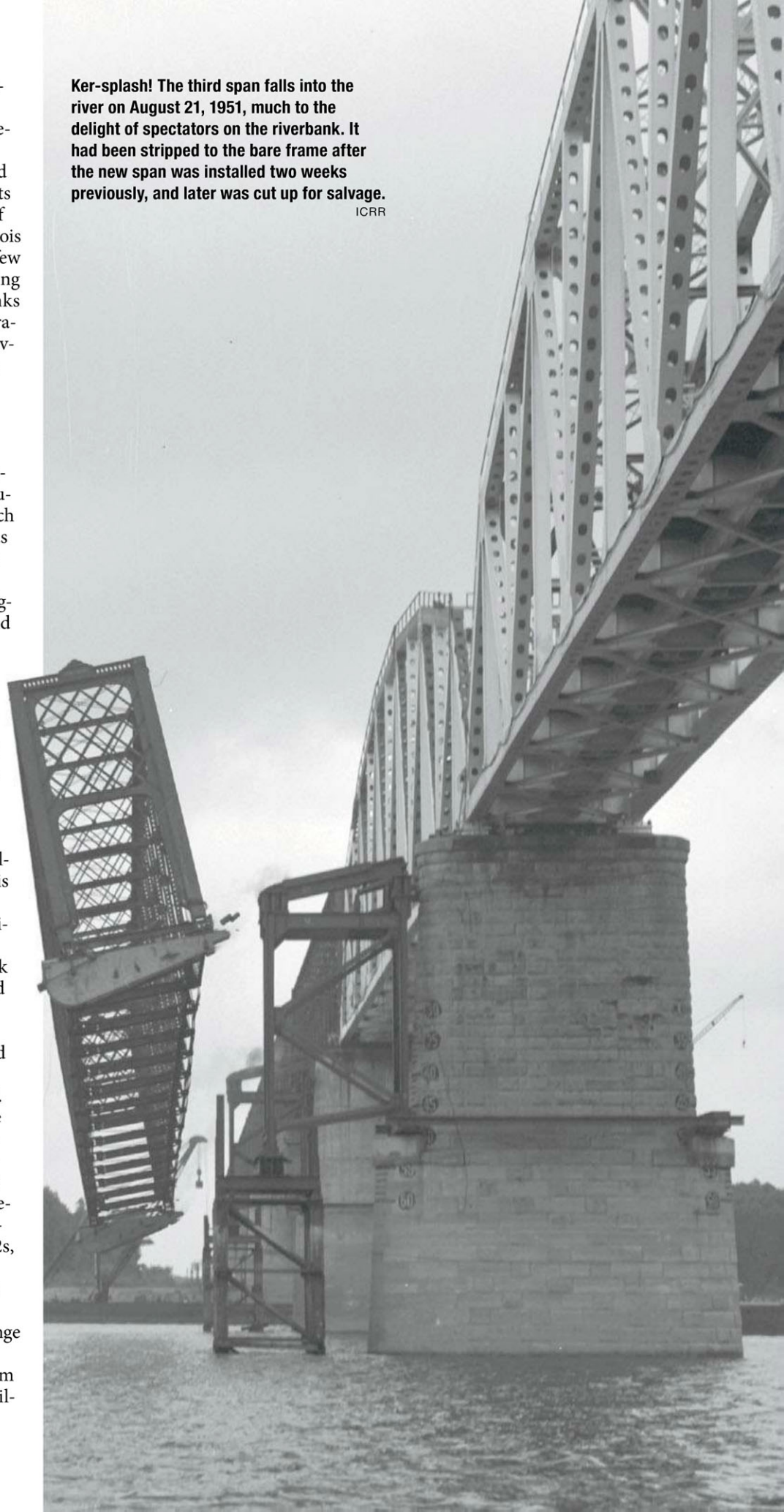
The Edgewood Cutoff took a lot of pressure off the Cairo bridge, but problems remained. Engineers were particularly concerned about the steel approach trestle on the Kentucky side, which was rapidly rusting. Much of the corrosion could be attributed to brine dripping from the thousands of ice-cooled refrigerator cars carrying bananas, meat, and produce that crossed the bridge each year ["Banana Trains of Mid-America," CLASSIC TRAINS Special Edition FAST TRAINS, 2009]. Reconstruction of the Kentucky trestle began May 1, 1934; the new steel structure was 3,170 feet long, consisting of 53 deck girders ranging in length from 30 to 80 feet.

Crews also replaced all three 249-foot spans of the superstructure, one on the Kentucky side and two on the Illinois shore. Replacement of the Illinois spans was complicated because train traffic could not be halted for long periods. The new spans were intricately stitched together within the framework of the old spans, and afterward, the old spans were just as carefully cut apart. Replacement of the Illinois spans was completed during November 1934, and the new approach trestle in Kentucky was put into service February 14, 1935.

This left as the only segments of the original bridge the two 518-foot spans and seven 400-foot spans of the superstructure. Further reinforcing of these spans was not possible, so the bridge remained off-limits to IC's heaviest locomotives, which included 2-8-4s, 2-10-2s, 2500- and 2600-class 4-8-2s, and the 2100-class 2-8-2s. Also, all trains were limited to 15 mph across the bridge. These restrictions were a major challenge to IC's operating department, but the road was still struggling to recover from the Depression and no money was available to replace the superstructure.

Ker-splash! The third span falls into the river on August 21, 1951, much to the delight of spectators on the riverbank. It had been stripped to the bare frame after the new span was installed two weeks previously, and later was cut up for salvage.

ICRR





Mikado 1538 leads a northbound off the Cairo side of the bridge June 20, 1950. All of the steel trestlework between the through truss spans and the embankment to the right were replaced in 1934. By the time of this photo, crews were replacing the nine spans of the superstructure.

Samuel Thompson

More than just a bridge

Over the years the Cairo bridge did more than just carry trains over the Ohio River. During the great Ohio River valley flood of early 1937, the bridge was closed from January 23 to February 15. (Paducah, at the confluence of the Tennessee and Ohio rivers, saw 18 inches of rain in 16 days and the river crest at 60.8 feet, forcing the evacuation of 27,000 residents.) A large group of refugees, mostly African-American residents of Future City, just north of Cairo, were forced to take shelter on the earthen embankment on the Illinois side of the river. To help survive the miserably cold weather, the refugees, who lived in tents and makeshift shacks, emptied a 40-ton coal hopper of its contents. Afterward, the American Red Cross paid for the coal and the railroad wrote off the shipping charge.

Also during the flood, several passenger cars, heated by a steam locomotive, were parked at IC's North Cairo depot to provide shelter. Additionally, several families moved into boxcars at Ballard Junction, on the Kentucky side of the bridge. Local social customs, however, restricted the railcar accommodations to white flood refugees only.

The bridge also served as a symbolic beacon of liberty for African-American train passengers. During the late 1800s, Kentucky, Tennessee, Mississippi, and Louisiana all passed "Jim Crow" laws requiring separate passenger-car accommodations (and frequently, station waiting rooms) for black and white passengers. Black passengers on a northbound

train would rejoice when they spotted the Cairo bridge, for once the train was across it, they would be free to sit anywhere on the train. On November 25, 1955, the Interstate Commerce Commission ordered an end to segregation aboard interstate trains and buses.

As it was across the land, the steep decline in rail traffic during the Depression was followed by the more dramatic traffic surge during World War II. Freight traffic doubled and passenger traffic tripled. As with all IC's trackage and equipment, the Cairo bridge was battered, literally and figuratively, but the crush of wartime traffic prevented the railroad from making major repairs to the bridge.

The great 1950–51 rebuilding

After the war ended, the Cairo bridge became a high priority with IC management. The road hired the prestigious Modjeski & Masters engineering firm to oversee the project. This company was founded in 1893 by Ralph Modjeski, who once had been employed by George S. Morison, the engineer in charge of construction of the first Cairo bridge, and Modjeski himself spent nearly 10 months in Cairo in 1888 working on the project. The American Bridge Company was contracted to do the construction work.

Modjeski recommended that the bridge be rebuilt atop the original piers. This would give the railroad a bridge that was virtually new, but at a fraction of the cost of an all-new bridge. It was not possible to shut down the bridge for

extended periods, so a novel solution was drafted that had not yet been attempted on such a large scale. Each new span would be built on a platform anchored next to the bridge. The old span would then be rolled out of the way, and the new span would be rolled into position. The only time the bridge had to be closed was during a 24- to 48-hour period when each new span was being moved into position. During this time, trains would detour over the Edgewood Cutoff.

The nine spans of the old superstructure were to be replaced with 12 new ones. The two 518-foot spans over the main river channel (the spans closest to the Illinois riverbank), plus four 400-foot spans in the middle of the river, would be replaced with new spans of the same length. Meanwhile, the three 400-foot through trusses closest to the Kentucky riverbank would be replaced by six deck trusses, each measuring 200 feet.

The U.S. Army Corps of Engineers, successor to the War Department in such matters, approved the plans in July 1948. IC's board of directors on March 25, 1949, approved spending up to \$6.3 million on the project. Approximately \$750,000 would be paid by the Gulf, Mobile & Ohio, the 1940 successor to the M&O, which helped pay for the bridge's maintenance based on its usage. The reconstruction project got going in late 1949 with repairs to the bridge piers. The second, fourth, and sixth piers (as counted from the Illinois side) had developed large cracks over the years. After the cracks were filled, these piers were encased in a two-foot-thick concrete jacket. Three new concrete piers were also built on the Kentucky side to support the new 200-foot deck girders that would replace the old 400-foot through trusses.

The first two spans actually constructed were the two 200-foot deck girders that would be installed closest to the Kentucky shore. These two spans were assembled on barges, then lashed together to serve as a construction platform for the two 518-foot spans and the four 400-foot spans. The platform was anchored on the downstream side of the bridge, so if it broke loose, the platform and the new span would float away from the bridge, not into it. The four 200-foot deck girders farthest from the shore on the Kentucky side were built atop piling driven next to the existing spans.

The 518-foot span closest to the Illinois shore was to be replaced first, and then crews would work their way across the river. During summer 1950, the new

span weighing 1,760 tons gradually rose like a giant Erector set. In addition to the basic steel structure, the span was outfitted with ties, rails, spikes, and wiring for signals, telegraph, and the company phone lines. Thus when it was moved into position, the new span would immediately be ready for use.

The new span was rolled into place on October 16, 1950. At 9 a.m., diesel-powered winches, mounted on a river barge, began pulling the old span out of the way and onto a platform next to the bridge. By 9:55 the old span was out of the way. The cables and rollers were repositioned, and crews began moving the new span. At 5:30 p.m. the new span reached its proper position, and workers immediately began bolting the rails together and making the electrical connections. The bridge reopened to traffic in the early morning hours of October 17, less than 20 hours after it closed. Afterward, the old span was stripped down to a bare frame. On November 8, a large crowd watched as the old span was dropped into the river, sending a massive water plume high into the sky. The hulk was then cut apart with torches and hauled away for scrap.

The second 518-foot span was moved into position on June 5, 1951. Crews then began working on the four 400-foot spans. The first of these was installed on August 7, and afterward a new span was placed roughly every 30 days until the last was installed on December 5, 1951. Each old span was dropped into the river roughly 14 days after it was replaced. Afterward, the two 200-foot deck girder spans used as the construction platform were moved into position on February 11, 1952. By that date, the four other 200-foot deck girder spans had already been completed and moved into position. The year 1951 happened to be IC's centennial, and reconstruction of the bridge was featured prominently in several advertisements and publicity materials distributed by the railroad.

Once all the spans were replaced, the locomotive restrictions were lifted, and the formerly banned classes of 2-8-2s, 2-8-4s, 2-10-2s, and 4-8-2s were allowed across the bridge. These locomotives could haul longer, heavier trains than the smaller 2-8-2s, allowing IC to compete more effectively against other railroads and trucks. Steam pulled all freights across the bridge until new GP9's arrived on the Centralia District in early 1955.

Few major modifications have been made to the Cairo bridge since the early



Under gray skies on December 2, 1951 (top), an E7 leads a southbound passenger train onto the bridge from the Illinois side. Bridge reconstruction was almost complete by this time, with only one 400-foot span on the Kentucky bank left to be replaced, by two 200-foot spans, finished on February 11, 1952. On June 26, 1959 (above), a dining-car cook looks out as the southbound *City of New Orleans* descends the 1935 Kentucky approach trestle.

Top, Samuel Thompson; above, ICRR

1950s, but train movements have changed considerably. Amtrak's inception in 1971 cut back the bridge's passenger-train count to one each day in each direction. For years, these Amtrak trains have crossed the Cairo bridge in the dark of night. The following year, IC merged with GM&O to form the Illinois Central Gulf, and within a decade, all GM&O track within 50 miles of Cairo had been abandoned. ICG reverted to the historic Illinois Central name in 1988, and almost immediately installed Centralized Traffic Control on the Chicago–New Or-

leans main line, allowing the removal in most places of one main track.

Canadian National bought the IC in 1999 and gradually made several operating changes. Southbound trains generally run over the Edgewood Cutoff, while northbounds generally use the Cairo bridge route. Far fewer trains cross the Cairo bridge than in the past, but thanks to its numerous modifications in the early- and mid-20th century, the bridge should remain a vital link on the former Illinois Central's main line for decades to come. ■



Fantrip, 1953-style

Six decades ago, photographer Phil Hastings and writer David P. Morgan rode a steam excursion on the Jersey Central. Unlike most of their other adventures, the trip did not result in an article in *TRAINS* magazine, and the photos have remained unpublished—until now

Photos by Philip R. Hastings

Railfans congregate (left) around Pacific 810 prior to departure from Jersey City. Attire ranged from business suits to dungarees to sweaters laden with railroad-emblem patches. Sponsored by the National Railway Historical Society's North Jersey Chapter, the eight-car train carried a sell-out crowd of 499 passengers.

An early treat was a glimpse of locomotives in steam at Communipaw, the engine facility just outside the Jersey City terminal. Ticket sales for the special were slow until CNJ announced the impending dieselization of virtually all passenger service. The road helped publicize the trip by distributing 600 flyers to its suburban stations.



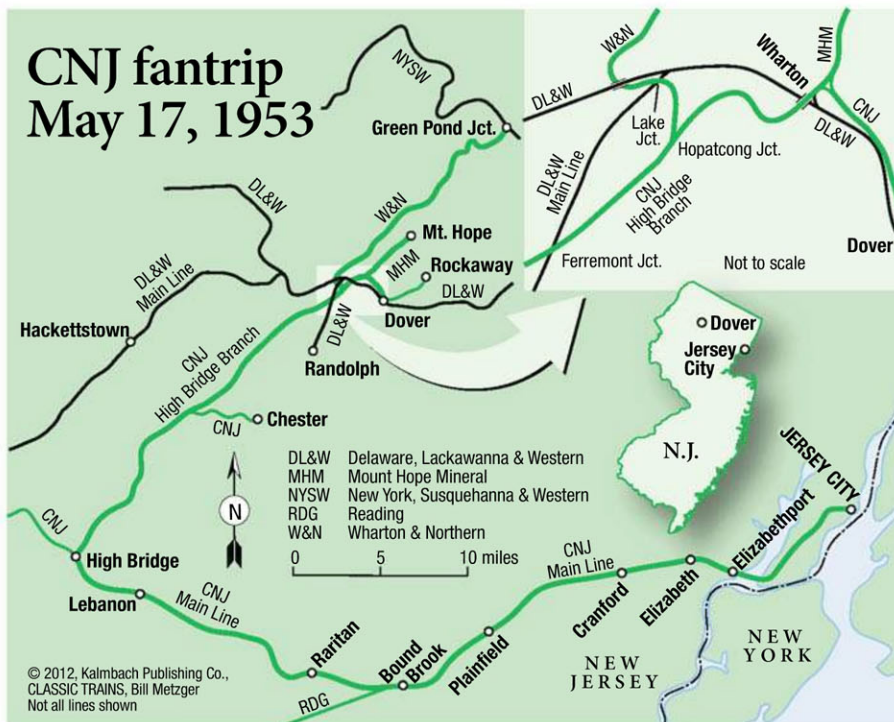
The first photo stop, under cloudy skies, was at Cranford, terminus for some commuter runs 16 miles out of Jersey City. Two Camelback 4-6-0s and a Pacific were the star attractions. Said Hastings of the fans' reaction to being turned loose in an engine terminal: "Inhibitions were conspicuous by their absence."



David P. Morgan casts an ambiguous look at Hastings as passengers hurry to reboard the train at Cranford. The *TRAINS* magazine editor and Hastings teamed up on numerous projects, many of which found their way into the magazine—but not this Jersey Central fantrip.



At High Bridge, 53 miles from Jersey City, fans strain to see and photograph their engine taking water, a ritual soon to vanish on the CNJ. Officials on the ground indicate the level of attention accorded this Sunday special. Here the train will leave the main line and head up the branch.



The schedule called for the train to depart Jersey City at 8:35 a.m., make 30-minute photo stops at Cranford, Dover, Mt. Hope, and Green Pond Junction, and arrive back at Jersey City at 6:15 p.m. Passengers could also board at Elizabethport, Elizabeth, and Plainfield. Round-trip mileage: 196.5; ticket price: \$4.50.



The special passes the station at Hopatcong Junction on its way to Dover and Mt. Hope. Later it will back down from those points and head up the line to the left to Green Pond Junction. The Alco RS3's based here handled weekday freight operations on the branch. Rails arrived here in 1876, during the area's iron-ore-mining heyday.

Although Hastings used mostly black-and-white film during the 1950s, he did take some color photos. In this one, fans admire the big 4-6-2 during the scheduled 11:30-noon stop at Dover. No. 810 was among the last steam locomotives bought by Jersey Central, arriving in 1930 as the first of five class G-4s Pacifics from Baldwin.





At Mt. Hope, where the track ended at a mine, Hastings joined the fans who scaled a huge pile of mine tailings to get a high-angle view of the special (above). The consist was limited to eight cars by the grades on the Mt. Hope branch. Meanwhile, other fans lingered around the engine (left), watching the engineer and fireman at work. Originally class G-4s, No. 810 became a P-52 (as indicated by lettering on its cab) in a 1945 reclassification of CNJ power.



Fans watching the laboring 810 are actually looking to the rear as the Pacific backs the train down the steep Mt. Hope branch toward Hopatcong Junction. Most CNJ 4-6-2s had 79-inch drivers, but the G-4's had 74-inch wheels as a concession to mountainous lines in Pennsylvania.



Looking back from the combine right behind the engine, Hastings shot the special curving through Lake Junction. The train is crossing the Lackawanna's Succasunna Branch during its run up to Green Pond Junction on CNJ's Wharton & Northern. The day that began damp and dark is turning sunny.



On arrival at Green Pond Junction about 2:25, No. 810 cut off the train and turned before tying onto the rear end. Fans spread out over the small CNJ yard, and onto the New York, Susquehanna & Western's main line, to watch the show.



Although a routine event, the coupling of a locomotive to its train always draws an audience if the train is a passenger special. Some 16 people crowd the observation car's platform as the conductor—a celebrity for a day—signals the engineer that he's got about 4 feet to the joint. Once the air is up and all are aboard, the train will depart Green Pond Junction for home.

During the 3-hour, 20-minute ride back to Jersey City (including 10 minutes for water at High Bridge and three station stops), passengers chat about old times. The Steamtown excursion fleet includes CNJ commuter coaches like these, so such experiences can be had today on rides out of Scranton, Pa.



The end. Back at Jersey Central Terminal, all the passengers have gotten off and the trainmen are taking in the lanterns and marker lights. The engineer's expression suggests he's had a good day, one of the last he'll spend aboard a Jersey Central steam locomotive.

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CNJ steam revival

A privately owned 0-6-0 makes a comeback • By Donald S. Linn



After 52 years, CNJ 113 is all but ready to steam back and forth at Minersville, Pa., in June 2012.

Donald S. Linn

June 23, 2012, marked the end of an arduous 10-year restoration of Central Railroad of New Jersey 0-6-0 No.

113, when the privately owned 1923 Alco moved under her own power for the first time since being abandoned in 1960. The remarkable restoration was headed by Bob Kimmel at Minersville, Pa. (west of Pottsville), on a short stretch of track next to the restored Philadelphia & Reading station. No. 113 is one of only two CNJ steam locomotives extant, the other being Camelback 4-4-2 No. 592 at the B&O Railroad Museum in Baltimore.

The restoration work is notable because it was accomplished without benefit of an engine shed, and often with a large blue tarp as the only protection for the volunteer restoration team from the harsh winters common in northeastern Pennsylvania's coal country.

The 0-6-0 came back to life on a pleasant summer Saturday, her boiler slowly building steam pressure in preparation for her historic, although short, back-and-forth move. The Wooten firebox, 70 square feet of grate built wide for burning hard anthracite coal, was being feed scrap wood instead of coal. Smoke and embers billowed from the stack, and heat from the firebox filled the cab as the fire crackled in the background.

Why wood? "Since this is a temporary burn," said Project 113 volunteer Bernie Perch, "the decision was made to use wood instead of coal to expedite the pro-

cess. Anthracite coal takes a bit longer to build up and longer to cool down; this is more friendly for the engine."

The locomotive, given builder's number 64384 at Schenectady, was one of five—road Nos. 111-115—in CNJ's B7s class, designated class 6S46 after 1945. "While they are loosely based on the USRA standard design," Perch noted, "the class is a highly modified version, compared with the USRA locomotives, and there are few, if any, similarities. These CNJ 0-6-0s were in a class by themselves. They had Baker valve gear, a larger diameter boiler, larger cylinders, and of course the Wooten firebox, and were much heavier."

All five class 6S46 engines served as yard switchers, with 111 working the coach yard at Communipaw and the others in freight yards. Retired by CNJ in 1953, the robust 0-6-0 was bought by the Philadelphia & Reading Coal & Iron Co., at whose coal breaker at Locust Summit (Locustdale), Pa., 113 worked for seven years. When the breaker ceased operations, 113 was left as-is, with coal and water in the tender and ash in the firebox.

Subsequently, 113 served as a parts source for a former Virginia Blue Ridge 2-8-0 that Earl Gill of the Morris County Central Railroad had purchased. In 1980, the ex-CNJ 0-6-0 was donated by Reading Anthracite Coal Co., successor to P&RC&I, to Historic Red Clay Valley, operator of the Wilmington & Western tourist line near Wilmington, Del., and

remained there until she was acquired in 1986 by the Kimmels (Bob, his father, and his grandfather). They moved 113 to Minersville, a spot not too far from both their home and the old breaker site.

The cost to restore 113 has exceeded \$1 million, Bob Kimmel said. "In cash dollars, it's almost \$600,000, but that doesn't include the 60,000 volunteer hours." Most of the money has come from State and County grants, corporate donations, and private individual donations.

Kimmel first saw the engine at work when he was 13, when he, his dad, and his grandfather would make frequent trips to Locust Summit to watch her work the breaker. These visits would lead them later to try to save the locomotive.

"It was just a rusted hulk," said Kimmel. "There was nothing on it, nothing!" Today, he says the total restoration is about 99 percent complete. One item that was checked off the "to-do list" before June 23 was the placement of a whistle, missing since the 1980s. "It's a replica of a three-chime CNJ steam whistle," noted Bernie Perch, who created the patterns by measuring an original CNJ whistle years



On July 18, 1960, No. 113, then an unremarked ex-Jersey Central 0-6-0, worked with electric steaple-cabs at the old Philadelphia & Reading Coal & Iron's coal breaker at Locust Summit, Pa.

Paul Stephanus

ago. Added Kimmel, "Other projects to be completed include putting the lubricator on, running the lubricator lines, and putting the jacket and lagging on."

There are no plans for the 0-6-0 to leave her short-track home at Minersville, but Kimmel hopes to use 113 for educa-

tion purposes, providing the public with the knowledge and experience of railroading as it was 50 years ago. Railway Restoration Project 113 is a not-for-profit 501(c)3 corporation. Donations are tax deductible and can be sent to 113 East Sunbury St., Minersville, PA 17954. **1**

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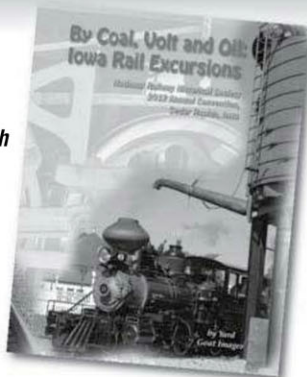
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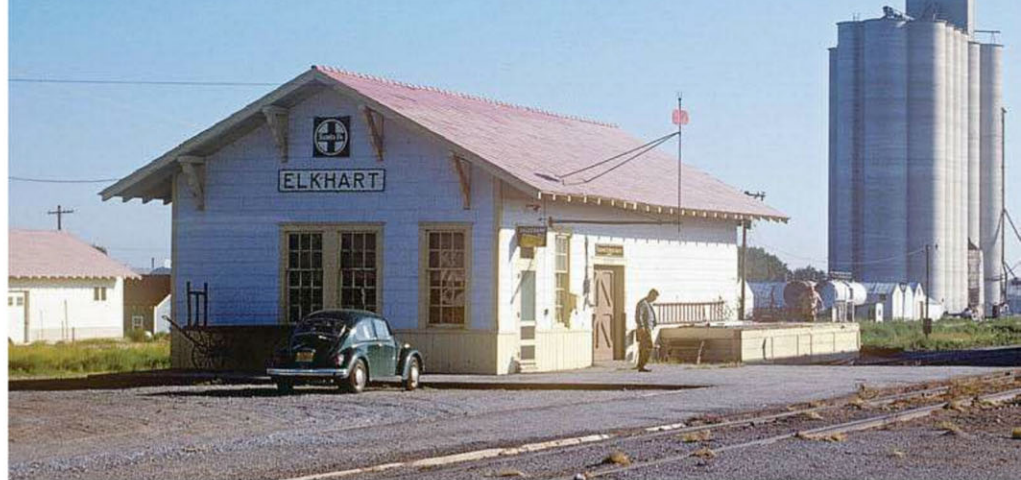
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THE WAY IT WAS Tales from railfans and railroaders

Gettin' out of Dodge

Riding back in time on a Santa Fe mixed in 1970



This wasn't my first rodeo, so to speak. I had ridden mixed trains in Utah and Idaho, and, just four days ago, one in Kansas. What lay ahead was yet another trip on a fast-disappearing part of the rail travel experience. I was ticketed on Santa Fe trains 173 and 174 from Dodge City, Kans., to Boise City, Okla., and back, and I was ready for another mixed-train adventure.

It was spring 1970 and passenger-train service in the U.S. still included the glossy flanks of Union Pacific's "City of Everywhere" and roses on the dining-car tables aboard Santa Fe's *Super Chief*. But passengers didn't have it so good on many other lines as railroads were doing what they could to stem financial losses and discourage patronage. At the bottom of the list, light years away from a bedroom on the *Crescent* or a seat in a *Hiawatha* Super Dome, were the lowly mixed trains.

"Mixed," of course, meant the train carried both freight and passengers. The concept dated to the earliest days of railroading, but found its calling on branch lines where business couldn't support separate freight and passenger runs. There were also situations where railroads agreed to provide service, often for 99 years or some other stretch into the unimaginable future, in exchange for land grants or other local government support. The mixed train was the best, and least, effort a railroad could make to honor the contract. Santa Fe 173/174 offered mixed service three days a week:

west Monday, Wednesday, and Friday; east Tuesday, Thursday, and Saturday.

So, here I was in Dodge City, Friday morning, May 29, more or less fresh from a night's rest at the Lora Locke Hotel. Given the bullet holes in my room's window, maybe I should have taken the yard man's offer to sleep in the mixed's waycar (Santa Fe parlance for caboose). I had set my alarm for 6 a.m. to catch the scheduled 7 a.m. departure, but in the tradition of mixed trains, we were now expecting to leave at 9:30. This left time to see the westbound *Super Chief-El Capitan* make its brief visit, and get myself around a big breakfast at Jack's on Wyatt Earp Avenue, while the crew made up our train.

I say "our" as I was joined by a railfan intent on making the same trip to Boise City. He kept to himself and seemed to spend most of his time taking notes. The rest of "us" was a crew of four: Pluto was our engineer, Larry was the conductor, Lou was head brakeman, and Tom was the other brakeman. They welcomed their two train nuts aboard the waycar, and before long we were under way.

The equipment on 173 was first-class. Waycar 999179 was newly refurbished with cushioned underframe and all the comforts of home. Power up front was F7A 326, F7B 238A, and GP7 2797. The 326 was resplendent in red and silver Warbonnet colors, and I was told it was one of 30 or so units geared for 85 mph so they could handle either freight or passenger runs. In between there were



In August 1968, two years before author Dierks' ride and when the Boise City mixed carried a combine, 174 is at Elkhart, Kans.

Joe McMillan

only 10 freight cars, but it was explained to me that depending on interchange business at Satanta, Kans., and Boise City, the consist could easily grow to over 100 cars.

Once out of Dodge City our train settled in at 30 mph or so on straight, level track laid across a straight, level landscape, impressive in its emptiness. The crew pointed out wildflowers, the dry Cimarron River bed (it goes underground in this area, we were told), and a graveyard where rested the remains of early pioneers lost in a prairie fire. We could see grain elevators from 20 miles away.

The ride in the waycar was comfortable on the reasonably well-maintained track. But at lunch in a café in Satanta, the brakeman said our engineer wouldn't mind us riding in the cab, so that became the center of my attention for the rest of the day. Soon we resumed our run toward the Oklahoma panhandle. Along the line we picked up grain hoppers, ballast cars, and a few helium tank cars at an on-line plant, and the crew worked hard in the hot sun. I felt a little guilty just sitting in the open cab doorway behind the engineer, catching the breeze and enjoying the beauty of springtime in the West. After one switching exercise, Tom returned to the cab with a fistful of wildflowers and placed them in a cup of water, fixing things up nice for his guests.

Just before our 6:15 p.m. arrival in

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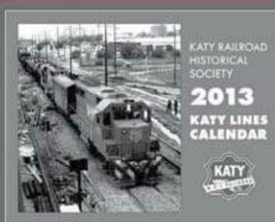
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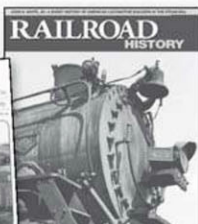
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VISA DISCOVER

THE WAY IT WAS

Boise City, our conductor ordered a stop, then got off and dug up a cactus he'd had his eye on. The crew did some switching in the yard and put the train to bed for the night. My fellow traveler left us here, and I got a room at the Crystal Hotel. Lou and I had dinner together, followed by a visit to see a rock garden (that was about it for local attractions). Then it was off to the "club" (an arrangement for getting around the Sooner State's prohibition, only recently repealed). The Coors flowed freely, as did stories of steam days, wrecks, grade-crossing accidents, and interesting old-timers. We all headed for some shut-eye around midnight . . . I think. Not that I had too much to drink, but although we were in the Central time zone, this division on the Santa Fe was on Mountain time. The crew carried watches with two hour hands.

The next morning, the job list called for switching five of those helium cars into our train, which involved moving 30 others around the yard. On our way at 7:30 (vs. a 6 a.m. schedule time), I continued to occupy my spot in the diesel cab doorway. At Elkhart, Pluto turned the controls over to me for the next leg into Hugoton. Wow! We only had four cars at this point and the cab signals didn't have anything to do, but with blowing the air horn at crossings and peering out over that red-and-yellow nose, I could have had the *Super Chief* in my hands.

Satanta was our lunch stop again, after which we picked up a Geep from the Pritchett run, along with five empty ammonia tank cars. Not wanting to leave our conductor feeling unappreciated, I decided to head back to the waycar for the final 30 miles or so into Dodge City. I staked a claim to the "back porch," as Larry called it, and the open observation platform of the *California Limited* couldn't have been better as we trundled along over the Kansas plains.

Back in Dodge at 3 p.m. And that's Central time. As confirmation, I checked the two large stone sundials at the station, one for each time zone. The rest of my time in Dodge City would include a dinner of prairie stew, iced tea, and home-made blueberry pie—all for 82 cents. The remainder of the trip would find me flying across western Illinois ensconced in Pleasure Dome lounge car 501. But for a friendly crew and another chance to experience a rare part of railroad history, nothing could top getting out of Dodge on "the mixed."—James E. Dierks

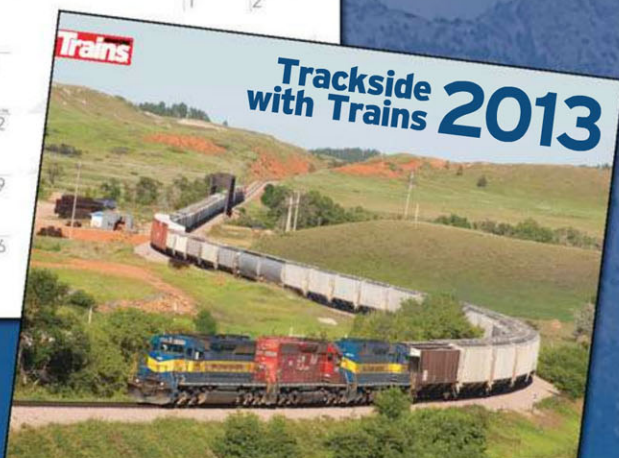
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Unintended clearance test

Trailer on flatcar vs. Indianapolis Union Station

At the time of their merger in 1968, both the Pennsylvania and New York Central had extensive intermodal operations, with PRR using conventional Trailer Train cars in piggyback service and NYC using Flexi-Van equipment in an early form of containerized traffic. Penn Central retained both systems initially, but Flexi-Van traffic gradually declined.

By late 1970 the first Flexi-Van cars, which used hydraulic turntables to load and unload the containers and had high maintenance costs, had been taken out of service. It was decided to see whether these cars, which were structurally sound and potentially had many years of remaining life, could be converted for conventional trailer-on-flatcar (TOFC) service. I was Mechanical Engineer, Freight Car Design, for the PC at the time and was given the assignment of developing the design for the car modification. One

prototype was to be modified and tested before deciding whether to proceed with conversion of the 400 or so available cars.

Having been established by the PRR in 1955, Trailer Train Co. had many former Pennsy employees, and its headquarters was just a few blocks from our office in Philadelphia. Classical music has its "Three B's"—Bach, Beethoven, and Brahms—and so did the PRR mechanical engineering department in the 1950s: Bertram, Bugg, and Brodeur. In 1971 Roy Bertram had left the railroad, but Wayne Bugg was my boss and Rene Brodeur was Director, Engineering & Research, at Trailer Train. Although our project would take business away from Trailer Train if successful, Rene generously provided helpful information on TOFC cars.

By this time, many of PC's intermodal terminals were equipped with straddle cranes or Piggy-Packers to lift trailers on and off the flatcars. The car therefore did

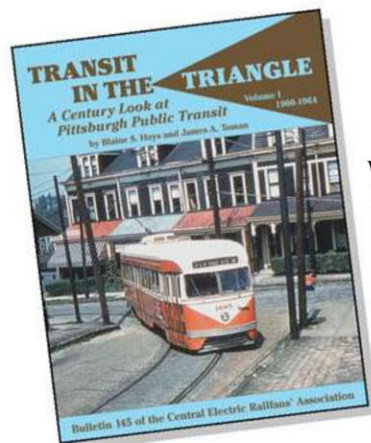


Modified for TOFC service, PC's former Flexi-Van car carried trailers back-to-back.

Richard W. Dawson collection

not have to provide for circus loading, in which the trailers are driven on and off the car. This greatly simplified the modification, because cars equipped for circus loading must have continuous decks for the entire length of the car and have both trailer hitches facing the same direction, with one hitch at one end of the car and the other hitch in the center.

The Mark II Flexi-Van cars under consideration for conversion had long center



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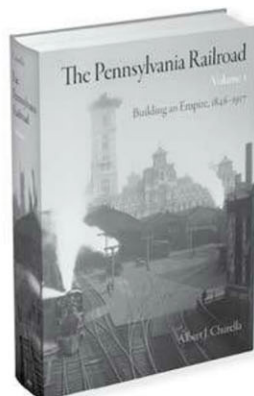
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THE WAY IT WAS

sills consisting of twin wide-flange steel beams with short platforms at the ends (what would today be called "skeleton" or "spine" cars) and consequently would have required extensive modification for circus loading. Since the car needed to be capable only of overhead loading, I developed a design in which the trailers were placed back-to-back on the car with the hitches applied at the ends and a partial-length platform added at the center to support the tires. This trailer positioning had the benefit of preventing would-be thieves from opening the trailer doors and was later repeated in Trailer Train's KTTX cars that had been modified to carry two 45-foot trailers on 89-foot cars.

One prototype car was converted in July 1971 at our shop (now Amtrak's) in Beech Grove, Ind., near Indianapolis. The plan was to load the car with two empty trailers at Beech Grove, move it to Indianapolis Union Station on the local switch run, and have it picked up by a mail and express train from Cincinnati, which would haul it to Chicago. There the emp-

The brakeman asked me, "Are you sure those trailers will clear the platform roofs?"

ty trailers would be replaced by loaded trailers, which would be hauled in a regular TOFC train as far as Collinwood Yard, east of Cleveland. The car was to be accompanied during the test by PC's research car, which happened to be in Beech Grove at the time and was ready to be returned to the Research Department, whose headquarters were at Collinwood.

The car modification went well, thanks in part to help from Dick Yeates, ACF's product engineer for trailer hitches. The trailers were loaded satisfactorily, and everything was going well as the switch run approached Indianapolis Union Station. It was intended that the switch engine would haul us through the platform tracks to the west end of the station where we would wait for the M&E train.

The brakeman and I were standing in the vestibule of the research car, looking forward. As we got closer to the platform sheds he asked me, "Are you sure those trailers will clear the platform roofs?" Within moments it became all too appar-

ent that they would not. In all the effort to design the car modification and make sure it was applied satisfactorily, I had never checked to ensure that the route for the test runs would accept a car loaded with trailers that stood more than 16 feet 11 inches above the rail. By this time, the mail train was due in less than an hour.

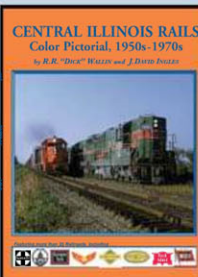
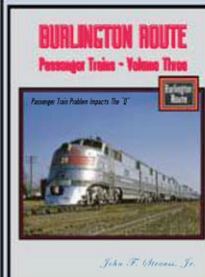
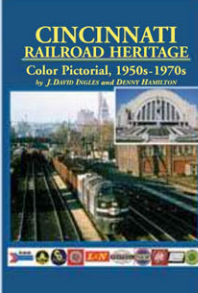
The immediate problem of getting through the station was solved by running around the platforms on the freight bypass tracks to the south, and the two cars were soon spotted on the west side of the station. But what about the rest of the route from Indianapolis to Chicago and Collinwood? While the switch run was making the run-around move, I ran down the platform stairs into the station to find a company telephone. I called the Clearance Bureau in Philadelphia to explain our problem (my problem) and find out what lay ahead for us. I gave the person I was talking to the dimensions of the loaded TOFC car and the route we were planning to take. He quickly determined that the only clearance problem we would have for the entire trip was . . . the sheds at Indianapolis Union Station. I breathed a sigh of relief and rejoined the train.

The remainder of the trip went smoothly, with no clearance problems. Indeed, the only problem of any kind was a number of unintended emergency brake applications while running east from Chicago when the engineer made service applications. It turned out the air brake control valve on the research car was overly sensitive to service reductions and needed to be adjusted.

So, was the Flexi-Van car conversion successful? Yes and no. The modification itself worked perfectly well, and a photo of the car appeared in *Railway Locomotives & Cars* shortly afterwards. However, no more cars were modified. Although I don't know the full story, I have always assumed the railroad was unable to come up with the necessary funds. This was about a year after the Penn Central bankruptcy and money was becoming increasingly tight. Financing was more readily available to lease new cars, which could be transferred to other users in case of default, than for modifications to existing cars that would be more difficult to place.

I left the railroad two years later to join Trailer Train (by then located in Chicago), working for Rene Brodeur. Upon arrival, I found that Dick Yeates had himself joined Trailer Train just the week before.—Richard W. Dawson

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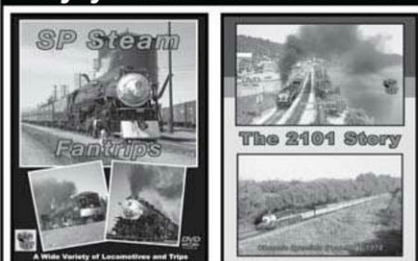
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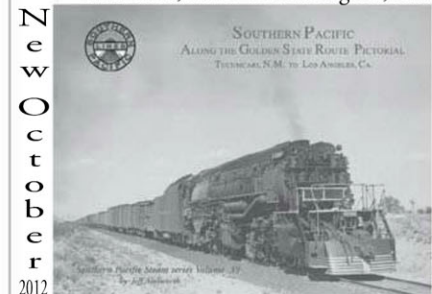
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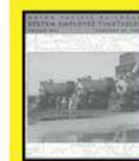


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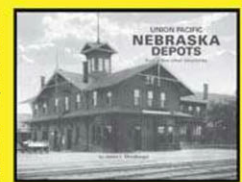


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Variety in Mexico City



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From a start in 1857, street railways in Mexico's capital city totaled nearly 100 miles of mule-powered trackage by 1886. The first electric cars ran in 1900, and at its peak the Mexico Tramways system topped 200 miles. Owned by American, and then Belgian, interests, MT passed to government control in 1945, becoming Servicio de Transportes Electricos del Distrito Federal (STE). The postwar rolling stock roster consisted of cars built new for Mexico City by U.S. firms, U.S.-style cars constructed in MT's own shops, and secondhand U.S. trolleys. Thanks to an influx of equipment from the Twin Cities and Detroit beginning in 1953, STE was

all-PCC by the end of 1957. After 1979, only two lines remained, and these were converted to modern light-rail standards in the mid-1980s. At left, Peter Witt-style car 610 (built for MT by Brill in 1924) and three PCC's are in a corner of giant Zocalo Square circa 1956. At lower left, home-built (in 1908!) car 238 works Line 42 on July 27, 1954. Another locally built car (bottom) was one-of-a-kind No. 680, crafted by STE's shops in 1953 and pictured working Line 11 in July 1954. A popular destination was the Floating Gardens at Xochimilco, at which PCC's are lined up on February 11, 1962 (below). Left-side doors were added for Mexico City service.



Jim Shaughnessy



W. C. Janssen, Krambles-Peterson Archive

Trains^{MAGAZINE}



DECEMBER '12

ANNUAL WINTER AND HOLIDAY ISSUE!

**BNSF's connection to
Santa's Sleigh:**
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intermodal terminal

Winter in the West
A Ben Bachman
photo essay

Victorian Christmas
on a steam-powered
Maine 2-footer

Take a train to the tree
yard in Pennsylvania

Commuting in Boston
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Homeowner's new
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Plus:

Map: The highest point
and steepest grade on
classic railroads

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Riding Bruce Sterzing's D&H specials

PA's and Sharknoses were the locomotive stars in the 1970s on business trains and excursions



In fresh snow on Ararat on November 29, 1972, PA's 18/19 meet a freight led by an ex-EL U33C.

Three photos, J. David Ingles

Working with Karl Zimmermann and his review of the "Bruce Sterzing era" on the Delaware & Hudson [pages 20–29] rekindled memories from my early years with *TRAINS*. Helping ignite them was going through my slides so we could present Karl's piece in color. Special thanks go to Bob Wilt of Bethlehem, Pa., one of many fans I traded slides with in the 1970s.

Thanks to Sterzing's p.r. acumen, I was able to ride four D&H specials, one each year, during 1972–1975, two each business trains and public excursions.

I'd barely seen the D&H. My first exposure was during the 1967 National Railway Historical Society convention, held in Albany, N.Y. Detroit-area friends Norm Herbert and the late Hank Goerke and I took the *20th Century Limited* east and rode an NRHS excursion behind two NYC RS32's, but our D&H sightings were limited to the RS3-powered *Laurentian* at Albany Union Station and a visit to Mechanicville, where Boston & Maine was our main target. Then I rode the D&H just before Amtrak ["Ride 'Em While You Can," Summer 2011 *CLASSIC TRAINS*].

So when Sterzing invited *TRAINS* on his November 28–29, 1972, inspection trip from Colonie Shops to Wilkes-Barre and back, I eagerly accepted Editor David P. Morgan's assignment to go.

We left Colonie and went through downtown Albany, joining the D&H main at Delanson. We crossed Ararat Summit in an early-season snowstorm and tied up at Taylor Yard near Wilkes-

Barre overnight, sleeping on the train. Our consist: PA's 18/19, coach 34, borrowed EL sleeper *Spirit of Youngstown*, diner 43 *Champlain*, and business cars 500 and 200. Northward on the 28th we made a photo stop at Carbondale, Pa., and topped Ararat in more snow [above]. At Nineveh, N.Y., an EL U25B towed our train into Binghamton [page 22]. At Oneonta at dusk, I was invited into 18's cab. My three-page report, "D&H: 150 Years Old and Still Solvent," was in May 1973 *TRAINS* (see www.ClassicTrainsMag.com).

On Sunday, October 7, 1973, my wife Carol and I rode an excursion from Colonie to North Creek and back, 95 miles each way, amid bright fall color [page 25]. PA's 17/18/19 hauled a 12-car train. Out of North Creek, Marv Davis, D&H's Road Foreman of Engines, invited us into 19's cab, and soon, Carol was motioned to the engineer's seat to run the PA's for a short while, so she is one up on me!

March 19–20–21, 1974, were the dates of Sterzing's 809-mile "Northeast Alpha-



Bicentennial U23B 1776 greets the Sharks at Whitehall, N.Y., on September 20, 1975.

bet Route" special from B&M's Rigby Yard in South Portland, Maine, to Potomac Yard in Alexandria, Va. Over-nights were in Mechanicville, N.Y., and Bethlehem, Pa., hotels. PA's 18/17 pulled seven D&H cars: baggage 53; coaches 31, 220, and 32; and again *Champlain*, 500, and 200. I was *TRAINS*' rep as we hit eight states on seven railroads (B&M, D&H, LV, RDG, B&O, PC, RF&P), tracing freight NE-87's route. My July '74 *TRAINS* story is also on our CT website.

My fourth Sterzing-era ride was an excursion on Saturday, September 20, 1975, behind the two Sharks. We left Colonie at 9 a.m., went north to Mechanicville, then east on B&M rights to Eagle Bridge, N.Y., and north up the Washington Branch to Castleton, Vt. After an engine-run around, we moseyed west to Whitehall, N.Y., and sped south on the main back to Colonie, arriving 7:40 p.m. This itinerary even drew Rogers E. M. Whittaker, a.k.a. "E. M. Frimbo," master mileage collector, with whom Carol and I chatted in business car 200. It was one of only three trips we shared with Frimbo.

Sterzing's p.r. efforts created a lot of pleasant outings for friends as he fought to keep the D&H afloat in those tumultuous times. Thanks again, Bruce!—J.D.I. ■



Sterzing's "Northeast Alphabet Route" special pauses at Lowell, Mass., on March 19, 1974.

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Stan Kistler photo



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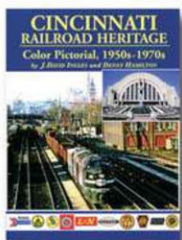
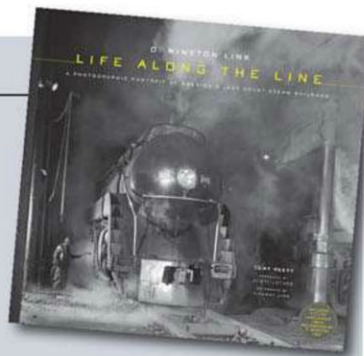
Steam Glory 3 arrives in late November 2012.

FIRST OUT

O. Winston Link: Life Along the Line

Photographs by O. Winston Link; text by Tony Reeve. Abrams Books, 115 W. 18th Street, New York, NY 10011; (212) 206-7715; www.abramsbooks.com; 11 3/8 x 10 5/8 in.; 240 pages; 180 photographs (12 in color); hardcover, \$40

Art publisher Abrams has returned to a favorite subject, photographer O. Winston Link, in this newest showcase of his pioneering work on the Norfolk & Western in the last years of steam. Two earlier volumes, *Steam, Steel & Stars* (1987) and *The Last Steam Railroad in America* (1995), might have seemed definitive, but Link was so prolific that there are plenty of fresh treasures to show the world. Here, writer and researcher Reeve has organized mostly unseen work into four sections emphasizing various aspects of the N&W in Virginia and West Virginia. Many of the photos are taken in daylight, proving that Link's powers didn't diminish when the sun came up. There are plenty of views of the J-class 4-8-4s and Y6b 2-8-2s, out on the road and in the shop. But perhaps the most compelling images here are of the local folks who populated the N&W, from the rustic Abingdon Branch to the relatively cosmopolitan waiting room of the Roanoke depot. This lavishly produced book proves once again how lucky we are that Link and the N&W found each other. —*Kevin P. Keefe*



Cincinnati Railroad Heritage

By J. David Ingles and Denny Hamilton. Four Ways West Publications, 14618 Valley View Ave., La Mirada, CA 90638; www.fourwayswest.com; 8 1/2 x 11 in., 144 pages, \$59.95

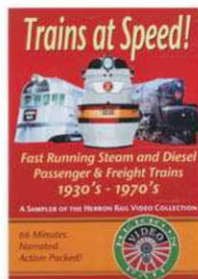
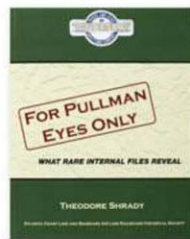
This album is a 430-color-photo celebration of the diverse railroad scene in Cincinnati during the 1950s, '60s, and '70s. Chapters cover each of the eight "classic" Class 1's, plus Amtrak, Penn Central, steam excursions, industries, the area's rail history, and the jewel of the Queen City's crown, the Union Terminal. The photos, not limited to just "train shots," are by or from the collections of coauthors Ingles (CLASSIC TRAINS' Senior Editor and a frequent

Cincinnati visitor in the '60s) and Hamilton (a Cincy native and CT contributor) plus a half dozen others. From Sharknoses to Limas, streamlined steam to SD45's, lonely towers to CUT on April 30-May 1, 1971, the kaleidoscope of Cincinnati railroading is on full view here. —*Robert S. McGonigal*

For Pullman Eyes Only: What Rare Internal Files Reveal

By Theodore Shradly. Atlantic Coast Line and Seaboard Air Line Historical Society, P.O. Box 551371, Jacksonville, FL 32255; 8 1/2 x 11 in., 112 pages, softcover, \$24.95

Railroads are immensely complex, and while the Pullman Company was not a railroad, it might as well have been. At one time it operated most if not all of this country's sleeping and many of its parlor cars. Ted Shradly's well-researched work concisely illustrates the complexity of Pullman's operations and its strict operating standards from its founding by George M. Pullman to its demise in 1969-70. The book's seven chapters explore in fascinating detail Pullman's operations, special cars, experiments, accidents/injuries, management of disruptions and substitutions, on-board operations/procedures, and Mexican business. This is an enjoyable "must-read" for anyone interested in rail passenger service and its delivery. —*Geoffrey H. Doughy*



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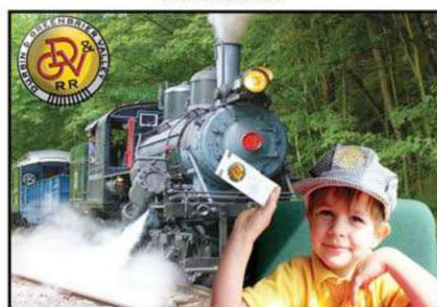
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www.ClassicTrainsMag.com CLASSIC TRAINS 89



Philip R. Hastings

SP's history lesson in Sacramento

Work on the first transcontinental railroad began about a quarter-mile from the space pictured here, the waiting room of Southern Pacific's station in Sacramento, Calif. Accordingly, when SP built the steel-and-brick structure in 1925–26, it included on the east wall, above the ticket counter, a mural depicting the momentous event of January 8, 1863. The architectural firm of Bliss and Faville designed the Renaissance Revival building; artist John A. MacQuarrie created the mural. The station, which once hosted the likes of the *Overland Limited*, *City of*

San Francisco, and *Shasta Daylight*, today serves passengers using Amtrak's *California Zephyr*, *Coast Starlight*, two dozen Capitol Corridor trains, numerous connecting Thruway buses, and a branch of the city's light-rail system. A recent track realignment related to redevelopment of the historic SP shops complex nearby has moved the platforms to about where the pre-1926 "Arcade" trainshed was located—introducing a 1½-block walk from the trains to the waiting room, which still looks much the same as in this late-1950s photo. ■

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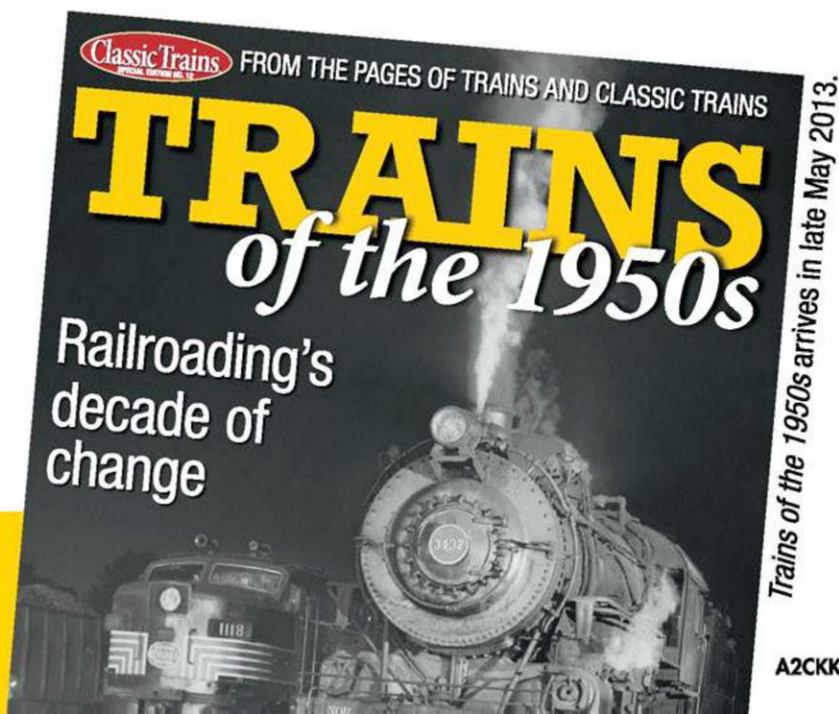
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